# PLANNING A TRIP ABROAD

EDWARD HUNGERFORD

To Nancy

May you go to meet
your dreams and find
them all true.

A. Eugene Bartlett

Chicago.
Nov. 26. 1930.

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*Edited by*

*Edward Hungerford*

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# PLANNING A TRIP ABROAD

# I

## ROUTES AND EXPENSES

WHATEVER you have read of the history, romance, literature, art or architecture of Europe in general, or of the different European countries in particular, will in a measure determine what you wish to see on a trip abroad. It will all have been unconsciously preparatory. Whatever interests you most in your reading you will want most to see, and like as not you will plan your trip so that the itinerary will include such towns and cities the reading about which has contributed the most to your pleasure and enlightenment.

You probably have already a general idea of where you wish to go abroad and what you wish to see. The first step, then, is to plot out your prospective trip, keeping a map of Europe in front of you, and bearing in mind always that it is cheaper—if this item concerns you in the least—and more satisfactory to "do" a little of Europe at a time and "do" it thoroughly. Having planned your itinerary, it is time then to take up in detail

such reading matter as bears directly upon your trip. If you go well armed with information about the places you intend to visit you will expend your time and money in each to the best possible advantage, and objects of no great interest to you, or those of only local importance, may be thus overlooked with impunity. The subject you are interested in the most, whether history, romance, art, architecture, city building, literature or what not, will doubtless govern your route.

Assuming that you have chosen in a general way what you wish to see the most perhaps the best method of becoming conversant with any certain country or city, so to speak, is to read over the various travel books covering the subject. These are usually thorough and authentic. But while reading them you may, perchance, change your route appropriately. Time and again you will find that small and apparently insignificant towns hold more of interest for you than the larger cities—not so much of art and literature, perhaps, but often of history and architecture and customs and costumes. The cities are more cosmopolitan; the out-of-the-way places the more typical. Art and architecture are not mere by-products of Europe. A certain amount of knowledge

of the history of each will be to the traveler's advantage.

*When to Go*

When to visit certain countries or cities depends upon two things: the season of the year and the festivals or celebrations that take place at certain times, if you are at all interested in such matters—as, for example, the Passion Play at Oberammergau.

May and June are perhaps the best months to visit Ireland in normal times, although in the late summer there is more to do there of a social nature. England, Scotland and Wales are at their best during the summer months. From a tourist's point of view, Northern France, Germany, Belgium, Holland, Poland, Czecho Slovakia, Austria and overland through the Balkan States as far east as Constantinople, Russia (in normal seasons once again), Denmark, Norway and Sweden are most advantageously visited in summer. Spring is the time of year to visit Southern France, the Riviera, Southern Italy and Sicily, Greece and the Dalmatian ports along the Adriatic. Easter in Rome is quite an event. On the other hand, the glow and warmth of a winter along the Riviera or in

Southern Italy is largely fictitious. The sun, when it shines, is agreeably warm; but the natives have not as yet mastered the house heating problem to the satisfaction of the American tourist. In all the larger hotels, however, both in France and in Italy, which may be classed as *de luxe*, excellent modern heating will be found.

Trace a line directly east from New York and it will just about bisect the cupola of the Aquarium at Naples. Naples in summer is as warm as New York, but more and more people annually are spending at least a part of the summer months in Southern Italy and Sicily. South of the latter is impossible, almost, in summer. Port authorities are active and effective in checking the possibility of infection, and, taken by and large, the ports of Italy are as healthful in summer as those of any other country.

June in Venice is delightful and perhaps the best month to visit it and the Italian Lake district. June, July and August are the "high season" months in Switzerland; even early in June some of the mountain passes are not yet open and the villages up in the mountains are inaccessible. Southern Spain is apt to be too hot for comfort in midsummer;

besides, most of the illustrious adepts in what may be called Spain's national sport, bull-fighting, have left for a tour of Mexico or have gone on vacations to their country estates —and many rich men may be numbered among the Spanish *matadors*—so that the exhibitions given are by the less famous contestants. Portugal, being for the most part coast line, is not so warm. Winter in Madeira, the Canary Islands or the Azores is delightful, and summer there is by no means unbearable; but these, although possessions of European countries, can hardly be considered parts of Europe. Midsummer is, of course, the time of year to visit the northern countries that fringe the Baltic, while the ideal time to start from New York upon a trip to the Mediterranean is in February or March.

*Choice of Steamer*

In their choice of steamers, travelers must be governed by their tastes and their pocket-books. If not in too much of a hurry the prospective voyager will find the moderately large, slower boats extremely conducive to a pleasant, healthful trip across. The slower the steamer, the less vibration; and the heavier she is loaded, the less motion.

In the selection of the stateroom it might be well to remember that the nearer the center of equilibrium of a ship, technically speaking, the less motion. In an "outside" room on the highest deck there will be felt more lateral motion, or "roll," than in an "inside" room on the lowest. In a room near either the bow or the stern of the ship there will be felt more perpendicular motion, or "pitch," than in a room situated amidships. "Outside" rooms, or rooms having windows or ports looking out to sea, being more airy, slightly larger, better lighted and better equipped than "inside" rooms, are, of course, more expensive.

To avail yourself of the *lowest* steamer rates, you will have to start any time between the first of September, generally speaking, and the first of March; but often this is not practicable. Winter rates westbound, which are the lowest in this direction, commence about November 1st and continue until April 1st. These winter rates are about 10 per cent less than those prevailing in the summer season. The rates on the one cabin boats are not, however, affected by the season. Another advantage that the out-of-season voyager has is that trans-Atlantic steamship travel between the dates above mentioned is compara-

tively light, accommodations are more easily secured and you are more likely to have the stateroom to yourself in case it is one with several berths.

The main passenger gateway from the United States to Europe is—and apparently must remain—the city of New York.

In and out of the harbor of New York move the really great ships of the seven seas and craft of much lesser distinction as well. They sail down the Narrows and out to Liverpool, to Southampton, to Plymouth, to London, to the channel ports of France, to Holland, Germany, Scandinavia, and to the Mediterranean.

A growing number of trans-Atlantic travelers, however, wishing to see something of those picturesque and historical cities of Canada, Quebec and Montreal, are choosing the St. Lawrence route to Europe. There are ships of all kinds and sizes in the Canadian service, and their popularity is due partly to the fact that since two days are spent in the quiet sheltered waters of the St. Lawrence, there are fewer days of open sea, and less danger of sea-sickness.

A favorite method of trans-Atlantic travel for people who do not demand high speed and super comforts is by the so-called "cabin"

boats. These steamers, instead of carrying first, second and third class passengers, divide their accommodations into only two classifications—cabin and third class. The cabin service on these steamers is by no means second class. New ships of reasonably large tonnage are being operated, among others, which in equipment and service compare favorably with first cabin passage on the older ships. The minimum rate for cabin accommodations on these one-cabin ships is just about one-half of the minimum rate of the big de luxe liners.

*Tourist Third Class*

Even less expensive is the tourist third class which has become so justly popular during the past few years. At first this service was reserved for teachers, students, writers, and artists, but now all tourists—professional and business people of all sorts, etc.—are allowed to use it. The immigrants, whose presence made the pre-war steerage so utterly impossible, are either sent across on other boats, or, in the case of the larger liners, are placed at the opposite end of the ship.

Briefly, this new arrangement provides ample deck space, with plenty of deck-chairs

for all; opportunities for the various deck sports familiar to every ocean voyager; orchestras for dancing; lounges and libraries; clean, comfortable staterooms which are not overcrowded; good service, and an excellent cuisine. Accommodations in this tourist third class cost as little as $170 for a round trip to a French or English port.

To-day there are no poor ships. There are merely varying details in service—and varying details in price to correspond. For you it is a matter of your taste—and of your pocket-book.

*What to Take and Wear*

What to take and what to wear on a trip through Europe is a problem that will continue to puzzle the theorists for some time to come. One thing is certain: you will always take too much; you will always find that you might have done without this, that and the other, and that space is occupied by carrying it along which might have been used to better advantage. Lay out everything that you cannot possibly do without, and then take only half of it—this might serve as a pretty good axiom to go by.

On board ship the traveler, even in sum-

mer, will need something in the way of a suit which is reasonably heavy. Tweed, homespun, or some similar cloth is perhaps the best for this purpose—it does not have to be kept as perfectly pressed to look well as serge, for example, and the salt sea air and dampness are death to creases. A suit of this kind is also very useful for traveling about in Europe. A woolen sweater and an overcoat are almost indispensable for steamer use, as well as for traveling in the north of Europe, no matter what the season. Sport clothing, too, is generally useful. Bedroom slippers and a bathrobe may be put to daily use by the passenger to go to and come from the bathroom, although the light overcoat which the passenger has been previously warned to carry, will serve in lieu of the bathrobe. A steamer rug, of course, is a necessity. On practically all ships nowadays these may be rented for the voyage from the deck steward upon payment of one dollar and a half, thus saving the traveler one item of baggage which is next to useless except for the steamer passage. The intending purchaser of a rug will do better to rent a rug for the passage across, buying one in London before the return. England is the home of

articles of this sort, and, even though prices for them have risen greatly since pre-war days, they still may be had cheaper there than in America.

The full dress suit is never necessary, unless on a diplomatic mission. If there should be dances on board, as is often the case in good weather, a dinner coat, or Tuxedo, is of course desirable, but it is by no means compulsory to wear one to dinner. On practically any first-class ship today, however, the majority of the male passengers will appear in them for most of their dinners.

Negligée shirts of flannel, or other soft material, with soft, unstarched cuffs, are the best for travel, either by land or sea. If the traveler fails to take a cap that really "stays on," it will be missed sorely; and even a heavy overcoat, or ulster, may be taken along for wear on board ship. It will not be found too warm if the winds blow from the north, and it may be rolled in the same bundle with the steamer rugs at the end of the voyage to be left in storage with the steamship company until the return trip, or, if the traveler is returning by another line, sent ahead to the port of embarkation to be stored by the company until the sailing date.

A pair of rubber or crêpe-soled shoes, though not a necessity on shipboard, will be found well worth the space they take up.

For steamer wear, women will find that woolen sport dresses for the deck and their usual afternoon and evening frocks for dining and dancing will be both desirable and necessary. For wear on the other side, light crêpe or silk dresses are best—are easily packed, take up little room, and do not wrinkle. To these should be added, especially if one intends to travel in the northern countries, a light-weight woolen dress. A woolen coat is also a necessity. As to shoes, it is desirable to have at least three pairs, one for walking, one for street wear, and slippers for evening. Either kid or fabric gloves are suitable. A dark, thin, silk kimono must be taken. Toilet articles of celluloid are lighter than those of silver and less likely to be stolen. Last but not least, a sewing bag containing the small necessities goes into the suitcase.

The ideal way to travel through Europe is in company with a suit case, assisted, perhaps, by a small handbag in which to carry toilet articles and things likely to be needed upon a moment's notice. An additional ticket

may be bought, almost, for what it costs to transport a steamer trunk with you from one place to another. In England the free baggage allowance is practically the same as ours, 150 pounds, but in France and some other countries it is but 66 pounds, while in Germany and still other nations no free baggage whatsoever is allowed. So travel as light as you possibly can.

And yet some things you will have to take. To most, a camera is indispensable on a European tour. Carry, if you can, a very common and a popular size, such as the No. 3 or the No. 3-A Kodak, and you will have little difficulty getting good films for it in any city in Europe. Small motion picture cameras of the present portable type are a delightful adjunct to travel. But avoid taking pictures of any sort in or near military areas where cameras are forbidden.

A smart traveler's trunk should never be packed for Europe without two small emergency kits, one for necessary repairs to unforeseen disasters upon clothing and the other for a similar purpose upon the human frame. This last has not only a small packet of surgical appliances, court-plaster, lint, arnica, zinc-oxide, but a familiar line of home remedies

such as one cannot easily buy in the pharmacies overseas. It will be almost a life-saver several times. And not the least of its contents should be a familiar remedy for seasickness, which actually "works."

*Carrying Money*

By far the simplest, safest and sanest method of carrying funds abroad is to use travelers' checks. Where a long stay is to be made in one place, the letter of credit, perhaps, is better, and even a sight draft is easily negotiable upon proper identification.

Travelers' checks are of $10, $20, $50, $100 and $200 denominations, and the rate of purchase is three-quarters of one per cent—in other words, $100.75 will buy $100 worth of checks. Bound together in a neat folding cover, they may be carried conveniently and safely. A small pamphlet giving the names of banks and correspondents, even in the most remote cities and towns throughout the world, which cash these checks is supplied the purchaser; indeed, they may be cashed in any bank in Europe, and in almost all of the hotels and larger stores abroad they are gladly accepted in payment of purchases made. If the traveler returns to America

with one or a number of uncashed checks they may be deposited for their face values in the bank, like bills of the same denominations, and he loses nothing.

The method of turning these checks into money is easy; simply sign your name on the line designated, making sure that your signature, as signed in the presence of the payer, is identical with that with which you already signed the check in the office of the company from which it was purchased. Travelers' checks may be purchased abroad as well as in America, and despite all fluctuations in exchange one is assured of a fair payment upon these checks. Sometimes—not always—it pays to "shop around" a little with them. In a country with fluctuating exchange one bank or one agency may be paying a little more than another bank or agency. But the method itself has proved one of convenience and economy.

Before embarking it is best to buy, say, $20 worth of the money of the country in which you expect to land to cover incidental expenses until you can cash one of your checks. A limited amount may be procured from the purser on the steamer, and, in case the procuring of it ashore is impracticable,

it should be obtained from him several days before the end of the voyage. There will doubtless be a run on his bank the landing day, and some will come away disappointed.

*Passports*

The first and most important necessity of the European traveler is a passport. The day has long gone by when you could just get on a boat and go, and though to-day efforts are being made to simplify the procedure by international agreement, the process is necessarily a slow one. Meanwhile a United States passport is essential for the American citizen; and to visit foreign countries, with the exception of Belgium and Switzerland, visas are also required.

To obtain a United States passport, you take ten dollars and two small, unmounted photographs to the nearest federal officer or your county clerk, fill out a simple form noting the color of your eyes and hair, your stature and whether your face is round or oval, and swear to support the Constitution of the country. That is all. The federal officer sends on to Washington your application fee, etc. Presently your little red-bound passport will come to you through the mail.

After which, a day or two spent at the port of sailing in advance of that great event will enable you to see the consular representatives of the nations that you intend first to visit, and obtain their official visas. While in all probability no more of the unmounted photographs will be asked, it is well to have the residue of a half-dozen or so tucked away in your wallet, against the possibility of any emergency.

In a pinch a single visa will do at the outset. If you go at first either to London or to Paris, for instance, you will find at both capitals consulates in which to secure the all-important visas for entrance into further countries. In both of these cities as elsewhere in Europe, the tourist agencies and American banking firms will usually undertake to secure your visas for you, with only a small fee added to the official charge.

In addition to Belgium and Switzerland, where no visas are required, many other countries make concessions to tourists in the form of free visas—Germany, Sweden, and Denmark for example—while others charge sums varying from 25c to $10. Transit visas may usually be procured at less cost for those countries through which you pass with-

out stopping or in which you wish to pause for only a few days en route to some distant point. The Netherlands require no visa whatever for a visit of eight days or less, when the traveler is on his way to a destination beyond the frontier.

While most visas are only valid for twelve months, the American passport is now valid for two years. A single passport suffices for a husband and wife traveling together and also for any children under 14 years of age accompanying them.

*Sailing Permits*

These are not required of American citizens. All others, to be allowed to sail, must secure a permit from the U. S. Internal Revenue Officers at the port of embarkation. Your Income Tax Receipt (or cancelled check for the tax) or Certificate of Exemption entitles you to a permit.

*Mail*

Before starting, decide upon certain addresses to which mail may be sent, and instruct relatives and friends accordingly. These addresses may be those of the correspondents of the banking house which sup-

plied your travelers' checks or letter of credit, or of the steamship company's agents, or of the branches of one of the large tourist companies. If going and coming through either London or Paris it might be best to have your mail sent to one of these cities, giving explicit written instructions about forwarding, while on your Continental trip, to the agent of the company who handles it. If you do not expect to be in the same city twice, give addresses along the route sufficiently far ahead of your traveling schedule so that mail may be awaiting you. At each point, after you have inquired for mail, give instructions for forwarding—always in writing—so that letters received after you have left will reach you ultimately. It is hardly advisable to have mail, especially important mail, sent to hotels unless you contemplate a prolonged stay in a certain place.

Purchasers of travelers' checks, hotel coupons or European railway tickets from tourist agencies may avail themselves of the mail-forwarding services of such agencies. Suppose, for example, you land in Naples and travel up through Europe, sailing for home from Southampton; have all mail, until a certain date and giving sufficient time allowance for

it to reach the place before you, sent to Cook's, for instance, in Venice, or the American Express in Rome. After that date, and until a certain later one, have mail sent to Cook's or the American office in Lucerne, then Paris, then Berlin, then London, and so on. When you reach Venice and receive your mail leave written instructions on a card, especially provided for the purpose, for them to forward all mail, that may come for you after you have departed, to their office in one of the cities on ahead at which you expect to stop—the last city visited before you sail for home is best. Repeat the performance at every point where you have ordered letters sent.

*Cablegrams*

It is best to arrange with whatever organization is handling your mail abroad to receive and forward any cablegrams which may be sent you. By leaving a certain sum to prepay such charges, you may arrange to have them forwarded by wire, but unless this is done, they will be mailed, together with your letters, to any specified address.

If there is any possibility of your sending more than one or two cablegrams to America, it is well to register a code name at either

the central bureau in New York or at the cable office in your home city, as well as abroad. The registered addresses now cost $2.50 a year. There is a central bureau that takes registration for all cable lines. In this way you simply address your cablegram, for example, "Wax, Newyork" (one word in cable language) instead of "John Doe, 1000 Fifth Ave., New York City." And this, in a part of the world where each word of signature and address is counted in the total number of words, means no inconsiderable saving.

It is also advisable, before you leave, to familiarize yourself with the several classes of cable service. 1. The full rate cablegram entitles you to immediate service, with delivery probably within four or five hours. 2. The deferred cable, costing exactly half as much, may not be sent in code and is subject to a delay of not more than twenty-four hours. 3. The cable letter corresponds to the telegraphic night letter at home, and is used extensively where a long message is necessary. 4. The week-end cable is the cheapest of the four, costing about $1.20 for a minimum of twenty words, and is accepted up to

midnight Saturday for delivery the following Monday morning.

*Arranging for Steamer Baggage*

If you return by the same line, or by one of the same combination of lines, from the port in Europe in which you landed, whatever baggage that you may have which is unnecessary to your comfort on your Continental trip, such as a roll of steamer rugs, may be stored with the steamship company at that port, without charge, to be claimed by you when you come to embark for home.

Should you happen, on the other hand, to land at a Mediterranean port and wish to wander up through Europe and sail for home from a British or French port, steamer baggage may be entrusted to the care of the ship's baggage-master before landing, and he will follow instructions as to forwarding to the port, or even inland city, desired. Of course, it will cost you some money, but then you will learn from experience that baggage is the bane of European or any other kind of travel. Also, when baggage is forwarded to another country, you will have to surrender the keys to the forwarding agent for the

benefit of the customs official of the country to which it is consigned.

*Cost of Traveling*

A trip to Europe consuming some few days more than five weeks can be made for close to $500, if the traveler will but cross on a "one-cabin" boat or secure other type of low cost passage, make use of the third class railway carriages on the British Isles—plenty comfortable enough and the class usually taken by the average American—and second class on all Continental railways, the tickets of which ordinarily permit of first cabin boat passage across the English Channel or the North Sea. An example of such a trip is as follows:

From New York to Southampton ("one-cabin" boat), ten days in crossing.
1st day—Arrive in London.
2nd, 3rd 4th and 5th days—In London.
6th, 7th and 8th days—Visiting the Shakespeare country, Oxford and Cambridge or some of the cathedral towns.
9th day—To Paris via Newhaven and Dieppe.
10th, 11th, 12th and 13th days—In Paris.
14th day—To Brussels.
15th day—Brussels and Antwerp.
16th day—Embark from Cherbourg, "one-cabin" ship to New York, ten days in crossing.

For about this same figure one can loaf ten glorious days at sea, arrive at London, make a three weeks' tour of the cathedral towns of England, and loaf ten days going home again and have ample time to visit London, Chester, Warwick, Stratford-on-Avon, Oxford, Colchester, Ipswich, Bury, Cambridge, Ely, Yarmouth, Norwich, Lynn, Peterboro, Boston and Lincoln with a run through Devonshire, returning to New York from Plymouth by a "one-cabin" boat.

For a moderate figure which covers merely the expenses of transportation through Europe in this case, quite a comprehensive tour of its northern part may be made, as follows: "One-cabin" boat from New York to London; on to Harwich and across the North Sea to the Hook of Holland; to The Hague; to Amsterdam; to Berlin; to Cologne; up the Rhine to Mayence; to Frankfort; to Lucerne via Schaffhausen; to Interlaken; to Como and the Italian Lakes; back to Berne; to Paris; to Brussels; to London via Ostend and Dover; to Warwick and Stratford-on-Avon; to Liverpool and return to New York on a "one-cabin" steamer.

Here is another variant for a circuit trip in the heart of Europe to make an economy

both of time and money: Antwerp to Strasbourg; to Venice; to Florence; to Rome; to Naples; to Genoa; to Monte Carlo; to Marseilles; to Bordeaux; to Paris; to London via Rouen, Dieppe and Newhaven; to Liverpool via Oxford, Birmingham and Chester.

And here is still another: Leave New York on a "one-cabin" boat for Cherbourg; proceed to Paris, having five days' sight-seeing about Paris, Versailles and the battlefields; to London, via Dieppe and Newhaven; spend three or four days in London; return from there to New York.

It is exceedingly difficult, due to the rather unstable exchange in several countries, to quote any definite prices for these trips. It may be stated, however, that even in the countries of high exchange, the cost of living and travel is less than in America. And in those countries where the currency is far below its pre-war value, in France, for example, or Italy, the average tourist is no longer forced, for economy's sake, to stop at second-class hotels and travel second class on the railways. One can ride in a taxi from one's hotel down into the center of Paris for a mere matter of eight or ten cents, including the inevitable *pourboire,* or all the way

across Paris for forty or fifty cents. A room for two in a really first-class hotel—a room with private bath, telephone, and other luxuries—can be secured for from $6 to $8 a day—even less if one is willing to do without the private bath. And Paris is by far the most expensive city in France. In the provinces, in Marseilles, for example, or Amiens, or Pau, or Rouen, a good room for two can be had for as little as $1.50 a day.

England and Germany are more expensive. Holland, Sweden, Switzerland, Spain—in these countries, despite the fact that the exchange is either normal or near normal, living is very little more expensive than in France and Italy.

As to what a really economical traveler can do, suffice it to say that there are now several tourist agencies which offer, for a matter of $350 dollars or so, to take you to Europe and back (in tourist third class), and show you England, France, Belgium, and Holland—the whole trip consuming some five weeks' time. And a person doing it "on his own" could probably make it for even less.

## II

## ON BOARD

PLANNING is truly half the pleasure, but the day will come at last when that wonderful metaphorical bag of anticipation bursts with a vengeance and begins to scatter its good things along the route of your holiday trip abroad.

Some time previously—let us hope it has been quite a while, months, even, because first come first served is the way the booking of passengers is handled by the steamship companies—the delightful essence of your prospective trip will have crystallized into a glorious reality simply by your mailing your check for $25 to the steamship company as a bond of good faith that you really wish to avail yourself of the accommodations selected. Three weeks at least before the sailing date you will have paid the remainder. Prior to that time the company would have paid back your $25 deposit on demand, if something had turned up unexpectedly that compelled you to remain in America. If the refund is asked for within the three weeks before sailing, you

will be obliged to wait until your accommodations have been re-sold by the company; if this is not possible, your $25 deposit may be lost.

It is also well to have decided definitely when you will return from Europe and engage this passage also before you start. In the late summer and early fall there is always a great demand for return passage to America, and many people are compelled to remain on the other side longer than they had expected, simply because they are unable to procure the accommodations desired.

The proper thing to do is to go on board an hour or more before the steamer is scheduled to leave the dock, and familiarize yourself with the location of the stateroom, baths, and so on.

*Disposal of Baggage*

Tags and labels for baggage may be procured from the steamship company at the time the ticket is issued. These bear a large initial, according to the passenger's last name, and space in which to write your full name and the number of your stateroom, name of steamship and sailing date. Some are marked "For the Hold," and others, "Wanted." Paste

one of the former on each end of every piece of baggage not wanted in the stateroom, and tie a tag marked "Wanted" on each piece of baggage that may be needed during the voyage. Baggage for the hold of the ship should be sent so as to reach the dock at least a day before sailing. It will be found there when you arrive, and when claimed, the baggage master of the line will see that it is placed on board. Stateroom baggage—steamer trunk, suit case, roll of rugs, etc.—should accompany the passenger to the dock the day of sailing, and stewards will immediately take charge of it and place it in the stateroom as marked on the tags.

Do not attempt to unpack baggage to any extent before the ship leaves the dock. If you do, it is best to lock the stateroom door when you go on deck, because the steamship company is not responsible. It warns the passengers to take every precaution while the ship is in port and while there are strangers and visitors of every class aboard. Stateroom doors should not be locked during the voyage while the occupant is on deck, but jewelry or other valuable articles should be relegated to the purser's care for safe keeping.

*The Deck Chair*

Upon your previous inspection of the boat you may have had the foresight to hunt up the deck steward, or his assistant, and, after payment of the usual dollar and a half, have chosen the spot for your deck chair for the voyage. This should be, preferably, on the trip *to* Europe, on the starboard side—the right hand side of the ship, looking toward the bow. Most cold winds will come from the north, and by being on the starboard side going over and the port, or left, side coming back, you will be protected. The chair will remain in the same spot throughout the voyage, unless there are so few passengers that it may be moved about the deck at will without discommoding anyone. If the price of the deck chair was included in your payment for passage at the company's office, the deck steward merely wishes to have the receipt.

*Bathing Arrangements*

Then there is the bath steward. He is a mighty important personage to interview. See him well before the hour of sailing, for his bath schedule will be undeveloped, and you may choose your own hour, fifteen or

twenty minutes being allotted for each bath; the steward will come to your room and notify you each morning of the voyage when your bath is ready.

It will be well to keep in mind the fact that, in traveling eastward, each day will be shorter by from a half to three-quarters of an hour, due to the fact that you are meeting the sun earlier than it appears to New York, for instance. The difference in time between London and New York is five hours, which are officially disposed of at sea by turning ahead, on the eastward voyage, the hands of the clock in the main gangway—usually at midnight each evening. On the return voyage they are turned back in the same way. In setting the hour for your bath, therefore, bear in mind the fact that in going east, if you make it 8 o'clock and then retire without setting your own watch, you will find yourself called at about quarter past seven, which is rather early rising on shipboard. On the return voyage, therefore, it will be well to set the time a half to three-quarters of an hour earlier than your regular rising time, for the same reason.

There will be a sufficient number of bath-rooms on board to accommodate everybody *sometime,* but if you wish the choice of bath

hours, apply early; the earlier the better. If you wait until the last minute the bath steward's schedule will have been completed up until 9 o'clock in the morning or later—which is almost too late to indulge before breakfast in one of the most beneficial features of an ocean voyage. And what benefit or pleasure is there in a cold salt plunge after breakfast?

*Mail*

The purser will have all mail addressed to you in care of the ship, and he usually details one of his assistants to preside at the impromptu post-office in the saloon to answer inquiries of the passengers. Flowers and fruits sent to you to the ship are delivered to your stateroom. Letters written on board before the ship sails, or shortly thereafter, to relatives and friends, if stamped and placed in the mail box to be found in the main gangway, will be taken off by the pilot when he leaves the ship and mailed promptly ashore. A card showing the hour of the pilot's departure will be displayed conspicuously near the mail box.

*The Dining Saloon*

After the excitement attendant upon the slow and laborious process of leaving the dock

has subsided somewhat, it is best to go "below"—meaning "downstairs" on board of a ship—and arrange with the steward, usually the second, who has that department in charge, for your seat at table in the dining saloon. You will occupy the same seat throughout the voyage, so it is well to obtain a location that suits you. What has been said about the importance of making early arrangements for your bath hour applies as fully to the selection of your seat at table. A pleasant seat facing the room may make a great difference in the enjoyment of your meal time hours. For those addicted to seasickness, the nearer the entrance the better. Most ships sail in the morning or at noon, and for the first meal on board—lunch, in this case—no seats in the saloon are allotted, the passengers seating themselves as they choose.

The captain's table in the dining saloon is the table of honor. The seats to his immediate right and left he usually disposes of personally, after a perusal of the sailing list, to intimates who may have crossed with him before, or personal friends of himself or the company. The remainder are at the disposal of the steward who attends to the seat-

ing. At the captain's table it is proper and customary to follow his example of dress at meals. If he appears in full dress uniform at dinner, which he usually does, it is merely a mark of respect for the gentlemen at his table to appear in dinner coats, and the ladies in more or less full dress evening costume. Upon the evening of the day of leaving port it is not probable that the captain will be down to dinner, nor will he appear when there is fog or when making port.

And speaking of captains, there are captains and captains. Some court the society of their passengers, and some in their manners hint at being chronic dyspeptics. But the traveler must not ignore the fact that all are efficient and able navigators, else they would lose their licenses in no time.

There was one captain who would not come near the dining saloon if his life depended on it, and the voyage might be completed without many of the passengers surmising that he was on board at all. By saying "good morning" to anyone he would break faith with himself. Yet, with a favored few he proves himself most congenial and entertaining. He is the most bashful man in existence.

Just a word here to the wise is sufficient: Don't ask the officers *all* the questions you can think of. Nobody but the Lord above knows when the ship will dock, or how long the fog will last, or the answers to a thousand similar questions usually inflicted every voyage upon the captain and his men by unthinking passengers.

They tell a story of the master of an old transatlantic liner, than whom a better nor a gruffer seaman never breathed salt air.

Upon one voyage across there had been fog for about sixty hours straight running, during the whole of which time the captain had been on the bridge under constant strain without sleep or rest.

Among the passengers was an elderly lady who soon became an inveterate questioner. Concerning the fog her curiosity nearly consumed her. Unfortunately for the captain, her deck chair was on the upper deck and right at the foot of the ladder that led to the navigating bridge.

Suddenly one morning the ship came out of the fog blanket, as though through a wall, into fine, clear weather—a common phenomenon. The captain immediately left the bridge for a much needed rest in his cabin,

for the continuous duty of almost three days and nights, with no other stimulant than frequent cups of strong coffee, had told on his nerves.

"Captain," greedily questioned the curious lady, as the "old man" stepped off the bridge ladder on his way to his room, "wasn't the fog terrible? Do you always have it in this part of the ocean?"

Growled the captain: "How the —— do I know, Madam? I don't *live* here."

Sometimes the bedroom or dining-room steward will wax most loquacious and offer all manner of information, no matter whether solicited or not. Let it go in one ear and out the other. It is surprising how little the average steamship steward these days knows about the sea.

Here is a yarn from a well-traveled and well-seasoned soul that will illustrate:

"For years I had a perverted idea that the Rock of Gibraltar was on the African side of the Straits. On my first voyage through the Straits, which happened to be westward, the bedroom steward overheard my mentioning the fact that I intended to behold this eighth wonder in the annals of wanderlust, no matter what the time of day or night we

passed it. Later I discovered that we were due to pass through the Straits about daylight of a certain morning. At the appointed hour upon the said morning, when I was peacefully oblivious to everything, even pertaining to Gibraltar, the steward knocked on the stateroom door with a rising inflection and announced that we were about to pass the Rock.

"My stateroom was on the starboard side and I might easily have looked through the port and beheld the 'Gib' in all its glory. Slipping on my overcoat and slippers (one time in a thousand aboard ship when an overcoat makes an elegant bathrobe), I hurried, nevertheless, to the port side of the deck. It was still dark, but I gazed with wonder upon the huge black face of the rock (it was the cliffs of Tangier) directly abeam, and, although the thing didn't exactly resemble a full-page insurance advertisement, I was none the less duly impressed. To make it doubly realistic, a number of table stewards standing by the rail assured me that it was the 'Gib' we were all so worked up about. Suddenly my bedroom steward whispered into my ear that 'Gibraltar might be seen to a better advantage from the starboard side of the ship,

sir.' Whereupon, the group of table stewards, every one of whom had certainly been through the Straits at least a dozen times, profited by the tip as well as myself.

"On deck, later in the day, an acquaintance whose room was on the port side of the ship and who also had evidently pledged the memory of his old geography teacher to see Gibraltar at all costs, said that *his* steward had awakened *him*, but that he had remained comfortably in his bunk and seen the magnificent sight through the porthole.

"Such is the fallacy of boyish impressions, not to mention dining saloon navigation."

*Tipping on Shipboard*

The passenger is expected to appropriate a certain amount of his money to the payment of fees on board, and the extent of the sum is in direct ratio to the courtesies, which ought to be duties, he receives at the hands of the various stewards. These men work fearfully hard. The degree of service that they generally render is astounding. And, while their conditions of labor have been vastly improved in the past few years, they still are far from being well-paid men. Remember always, too, that the steward is practically on duty con-

tinuously from the beginning to the end of the voyage, and while in port he has to clean the rooms and put things in shape for a new shipload of passengers.

For the benefit of the uninitiated, a brief schedule of the fees expected will not be out of place. A table steward expects $4 or $5, or its equivalent in the coin of any realm, from each passenger whom he serves in the dining saloon. The steward who attends to your stateroom expects a like amount. For this he will bring fruit to your room every morning before breakfast if you request it, and do a hundred and one little services of a like sort. Some travelers there be who give more, but this is neither clever nor necessary. The room steward also attends to the stateroom baggage and takes it ashore and places it under the proper initial for customs inspection. The bath steward expects one dollar and a half from each regular bather. No baths; no tip. A gentleman traveler, if he frequents the smoke room, may fee the steward who attends to that department one dollar or more. A lady traveler, if on account of illness during the voyage she requires the attentions of the stewardess, will be expected to fee her in addition to the room steward—

usually a dollar or two, unless the passenger be confined to her bed and the stewardess is obliged to serve meals in the stateroom in which case she should be more liberally rewarded. A dollar and a half or two dollars is a fair allowance for the deck steward to reimburse him for taking care of your rugs and chair cushions at night and seeing to your comfort on the decks. If he serves your meals on deck, in case of illness, he expects more, in proportion to his services. He it is who, in case of necessity, will bring you the usual menu, from which you may select and have served to you on the deck anything tempting that the card may suggest. On most ships passengers' shoes will be cleaned during the night if left outside the stateroom door upon retiring. To indulge daily in having your shoes cleaned will prompt "Boots" to solicit a fifty or seventy-five cent fee.

These are the necessary fees, and the amounts apply, for the most part, on "one cabin" ships as well as first; although two traveling together on the "one cabin" boats can reduce the fees slightly per person.

But there is a host of other servants on the first class boats who stand in your way conspicuously at the end of the voyage. The

chief steward if you require special service of him will often expect anything from two dollars up, according to his attentions and the size of your party. The second steward on most large ships is the "head waiter," and can order anything not on the menu to be cooked for you especially, if you do not mind feeing him in proportion to his attentions. If the ship carries a band, you are expected to subscribe—from fifty cents to a dollar is sufficient. On many ships the band draws no salary whatever. If there is a gymnasium on board and you ride the camel occasionally, you are expected to fee the instructor to the extent of from fifty cents to a dollar. If you play deck games, the deck sailor on some of the ships will anticipate a little something for his trouble of chalking out the deck for shuffleboard or deck golf, or obtaining for you the implements with which to play If you read the ship's books, the library steward expects a dollar at least. And the lounge steward, if he serves you to any extent, should be rewarded with a dollar. If you do not avail yourself of the services of any of these servants- the smoke room, or lounge, or deck stewards, for example—they need not of course be rewarded. On the smaller boats—

the "one cabin" boats, for example—the aforementioned necessary fees will suffice, and even these hold only when the service has been satisfactory. Under no circumstances should the passenger pay his fees before the termination of the voyage.

*Service*

To have laundry done on board is not often possible, except in the case of a long cruise, and then it is neither cheap nor of the best workmanship. If absolutely necessary, however, the bedroom steward will attend to it. The services of the ship's doctor are free to those suffering from seasickness. If the passenger is suffering from an ailment contracted before boarding the steamer, the doctor will attend the case at a rate which he himself determines, usually the rate paid for such services ashore. The doctor is responsible for the state of health of the first and second class passengers, and his certificate is accepted by the port authorities so that these passengers may land without medical examination as soon as the ship docks, unless dangerous contagious diseases are discovered aboard during the voyage. Smoking is permitted on board of a ship on any of the decks

and, of course, in the smoking room; never in the gangways nor staterooms.

Mineral waters and other beverages may be had by signing a card, the aggregate bills being presented at the end of the voyage. Cigars and cigarettes may be obtained from the smoke room steward, and at very reasonable prices, for he does not carry them ashore and he has no duty to pay. Most steamship companies order their cigars wholesale direct from the manufacturer. The smoke room steward will also have a cribbage board or two, chessmen and board, etc., which may be borrowed from him by the passengers.

*Deck Sports*

There is a variety of deck games and sports on board of a ship in which the passenger may indulge as often as he sees fit. Perhaps the most popular is shuffleboard, the playing of which is not intricate enough to demand an explanation. Often there is held a shuffleboard tournament. There is also deck golf, a rather crude imitation of the original, owing to the limited deck space; deck tennis, swing bars, and quoits. On many of the liners where the plan of the ship has provided liberal deck space, there usually takes place a sort of an

athletic carnival, or "Field Day," near the end of the voyage. The small entrance fees to the various events are devoted to the purchase of prizes from the ship's barber, who has a regular curiosity shop, selling a variety of articles from soft traveling caps to the latest novelty in toys. "Field Day" permits the promulgation of all known varieties of mild athletic contests, from threading-the-needle to tug-of-war.

*Social Entertainments*

Aboard most of the older boats a certain protected portion of the deck is screened off with weather cloths, decorated with the ship's code flags and the enclosed portion of deck powdered with a preparation of wax. Here dances are held in the evenings when the weather is fine. In the new steamers indoor facilities for dancing are provided. The great liners offer splendid ballrooms for these occasions.

Some ships terminate the social phases of the voyage with what is called the "concert" consisting of an evening of prearranged entertainment in the saloon. Anyone among the passengers who is endowed, or nearly so, with even a molecule of talent, is supposed to con-

tribute voluntarily to the success of the evening. Usually the passenger lists include the names of well-known professional people not above the desire to help out at the "concert" to the best of their several abilities. At this momentous event a collection is taken for the maintenance fund for disabled sailors, their widows and orphans.

On other boats, the culminating social event takes the form of the captain's dinner, usually upon the last evening before making port. For this reason alone the function is not very aptly named, inasmuch as the supposed host, swamped with the responsibilities of the hour, does not often appear. However, this puts no curb to the gayety of the occasion. All hands are expected to look their sweetest, and the table decorations and extent of the menu fall nothing short of a banquet.

Private dinner parties may be arranged by application to the chief or second steward. A special menu will, if you like, be provided and frequently a special menu card printed. No charge is made for such service but it is customary to fee the head steward who arranges it.

*Other Amusements*

Posted in the smoke room may be found one or more so-called hat pools on the day's run, which terminates at noon. There are ten entrants to each pool, each entrant choosing a number from 0 to 9 not already selected. He pays his fee—the lowest of the several is usually two dollars and a half—to the smoke room steward, who places his name opposite the number chosen on the list. The last figure of the day's run as officially posted determines who wins the pool. For example, a man writes his name opposite number 7 on the pool list. If the official number of miles in the day's run ends with a 7, such as 417, he wins the pool, consisting of $25, including his own entrance fee, if that fee has been $2.50. Out of this the smoke room steward expects a small gratuity, customarily ten per cent. There may be two or three separate pools with entrance fees up to $10 posted for each day's run, and a person may enter both or all, using the same or different numbers, upon payment of the required fees.

To indulge with any freedom in the auction pools comes a little higher. The method of procedure is as follows:

Suppose the lowest day's run that the ship ever made on any voyage was 360 miles, and that the highest day's run was 420. Her average run, therefore, will be somewhere between 380 and 400 miles. Twenty men will be inveigled, of their own volition, of course, to deposit $5 or $10, or whatever entrance fee happens to have been determined upon. This deposit is merely for the privilege of drawing one of the twenty slips of paper, each labeled with a number from 380 to 400. After all are drawn, each number is auctioned off to the highest bidder. For instance, if a person draws the number 392, he may or may not have to bid for it to retain it, according to whether or not anyone else considers that this number has a better chance of coinciding with the number of miles run. If he bids high enough he retains it and pays the price of his bid in addition to his entrance deposit. If he allows it to be bought by another bidder either because it fetches too high a price for what he considers it worth or for the reason that he doesn't fancy the number, he makes one-half the difference between what he originally paid and the price his number brought in the auction. The other half goes to the pool. After the numbers have been

auctioned separately, the aggregate numbers above 400, called the "high field," are auctioned off to the highest bidder, and the aggregate numbers below 380, or the "low field," are disposed of in the same manner. Thus, the same person may bid in the "high" and the "low fields" in addition to several numbers. It may cost him some money, but it is entirely permissible—even encouraged. The person who has bid in the number which coincides with the official number of miles in the day's run, as posted at noon, wins. If the pool has commenced at 380, as in the above example, and if the day's run has been a number of miles below 380, the pool goes to the man who bid in the "low field." If, under the same "conditions precedent," as they say in play writing, the posted run is a number of miles above 400, the pool goes to him who bid in the "high field."

Auction pools are expensive divertissements—on rare occasions profitable ones.

## III

## ARRIVAL IN EUROPE

*Passing the Customs*

COMPARED with New York, the matter of passing the customs inspector in any port of frontier station of the Old World used to be a veritable sinecure. The advantages (which there certainly are) and disadvantages (which there have been proven to be) of our tariff system are moot questions and not for discussion in these pages. It formerly was said that if the customs examinations at the ports of entry or frontiers of the several countries of Europe were as rigorous and exacting as our own, many Americans, after having a few such experiences, would think twice before making a second tour through Europe with a greater number of encumbrances than a *camisa de noche* and whatever the Spanish is for a hair comb.

In most countries on the other side a more or less perfunctory examination of the traveler's baggage is still made, especially that of an American traveler, who is generally as-

sumed to be bent upon sight-seeing and not smuggling.

Travelers' personal effects are allowed, nominally at least, to enter all countries duty free. Tobacco, spirits, wine or matches, beyond the ordinary amounts to be used on a journey, are dutiable in most European countries. In some cases they are subject to a possible confiscation. Patent medicines are subject to duty in France; in Germany they are on the free list, except pills in suspiciously large quantities. Germany even before the War tabooed perfumery and matches in any quantity, and growing plants; but since no one craves the companionship of a potted geranium on a trip through Europe, this latter warning may be ignored. Her restrictions now are but a little more complicated than they were in the days before she became a republic, and such restrictions as still affect the traveler on entering her borders are more than made up for by the fact that the post-war export taxes, once levied when you left the country, have been done away with since her acceptance of the Dawes Plan restored the currency to a gold basis. In Portugal but one bottle of patent medicine passes free of duty, while in England the

American reprint of a book copyrighted in England is liable to confiscation, and duty is assessed on candy. Military rifles are not permitted to pass into any country, and for sporting guns a duty according to weight must be paid in Germany, Belgium and Portugal. In order to take a rifle or shotgun through Spain a permit from the Civil Governor of each District must first be obtained.

It is also well for the traveler to keep in mind that a thorough and strict customs barrier exists between the three sections of French North Africa—Morocco, Algeria, and Tunisia. Algeria is a French province with French custom laws, whereas Tunisia and Morocco are merely French protectorates in which the native government retains nominal control.

In France, where tobacco is a government monopoly, great discretion must be exercised in bringing in cigars or cigarettes except on one's person. Many tourists arrive in Paris late at night. Trouble with the customs will delay your hunt for rooms; and it is often a case of Last come, highest charged. And avoid displaying English vestas (wax matches), as you value your light.

The most expedient way of passing a cus-

toms examination in Europe as well as America, is to see first that *all* your baggage has been placed together on the dock or in the frontier station. Unlock the trunks so that the lids may be raised easily upon a moment's notice. Open wide the hand baggage so that the inspector may assume at a glance that you are not a smuggler. In most ports it is wise to buttonhole an idle inspector yourself and lead him to your baggage the minute it has been brought ashore, or tell the porter to do this for you. If you have nothing dutiable and reply to that effect when questioned by the inspector, it is doubtful if he will wish to disturb your packing in the slightest. He may go as far as to lift the lid of one trunk; he may not even look at your hand luggage. If you have dutiable articles, say so, and show them to the official. This expedites the examination considerably, and the inspector may possibly be more lenient.

Between London and Paris there is now a special train with a very popular innovation. For an extra of 12 shillings ($2.88) an official takes charge of your passports and keys and attends to all of the formalities. You must book far ahead for this train.

*Baggage Arrangements*

Passengers' heavy baggage, up to the usual limit of free allowance on British railways, may be registered from the landing stage at the port of entry to any address in London upon payment of a nominal fee for each piece. The address to which it is to be delivered must be marked plainly upon it, and all old marks and address labels obliterated. The owner receives a receipt. This system of registration—a distant relative of our method of checking baggage—relieves the traveler of transferring it from one station to another or across the city. It will be shipped on the same train, where practicable, as that taken by its owner. The registration of baggage from England to any continental city saves the passenger all trouble and expense of paying harbor dues and conveying it between train and boat, or vice versa; it also secures an allowance of sixty-six pounds free of charge on the railways, and also the privilege of paying before departure the charge for excess, if any, ranging according to the fixed through rates that are established in the tariff schedules.

To an American at first sight the baggage-

checking system—or the lack of it—upon a British railway seems woefully inadequate. Upon better knowledge it improves radically. In its workings it is really very simple. If a traveler chooses to look after his own trunk on the run "up" to London—which is "down" from Liverpool—he must give it into the care of a porter and see that it is properly labeled with the name of the station in London (Paddington, Euston, or other terminus) and placed in the baggage car, or "luggage van," as they say in England. (Baggage, an adaption of the French word, is a strange phrase in the ears of the British railroader.)

The passenger receives no check or the least assurance that his trunk will reach the end of the journey simultaneously with the owner, or even at all, although the loss of baggage or delay is comparatively rare. At the end of the trip, instead of being wheeled into the baggage room, it is dumped upon the passenger platform to be sorted out and claimed by its owner and put aboard a taxi. The porters are wonderfully adept at picking out baggage under your direction. The registration system obtains generally on the Continent; but it is better as far as possible to leave all heavy baggage in storage at the base

of operations and do your real traveling with suit cases and hand baggage.

*Baggage Regulations*

There is no free allowance of baggage made by the German railway administration, with the exception of certain parts of North Germany, which control the fifteen "baggage zones" into which the country is divided. The charges for its transportation, however, are reduced according to the number of railway tickets issued. No definite rates are obtainable; they are no more, proportionately, than those of other countries, and the traveler will have to take the baggage man's word for them. Do it as cheerfully as possible. Disputing the assessment is not likely to reduce it.

Neither is there a free allowance made on the Dutch, Belgian or Italian railways; on the other hand, passengers holding ordinary through tickets to Austria, Belgium, France, Holland, Hungary, Russia, Spain and Switzerland are allowed 56 pounds of free baggage per ticket, if it is registered. Throughout England, Ireland and Scotland 120 pounds of baggage may be transported free on an ordinary first class ticket, and 100 pounds on a second class ticket, and as

much on a third, if the porter who handles it be surreptitiously slipped a small fee. In France 66 pounds are taken free; the charges in excess are based upon one pre-war *centime* per 20 kilograms per kilometer, or, in plain English, approximately three-eighths of a cent per 44 pounds per mile— one kilogram equaling about two and one-fifth pounds, and one kilometer, nearly five-eighths of a mile. A convenient way of translating kilometers into their approximate equivalent in miles is to multiply them by six and then to divide the result by ten.

In Belgium and in Holland no free baggage, except that carried in the hand to the extent of 55 pounds, is allowed. Switzerland follows this same general rule. In Spain and in Portugal 66 pounds are allowed.

These schedules, quite up-to-date as they now are, cannot be guaranteed. As in this country, every new set of lawmakers tamper more or less with the laws, even with the railway regulations; for many of the railways are government-controlled. Besides, the railways were very hard hit by the World War and have to play safe wherever the rate of exchange fluctuates rapidly. When faced by what looks like a hold-up, remember that

the French or Italians, in short, all the natives of the land which is "overcharging" you, are in the same box as you, and for all the year round. Most of the increases in baggage rates, if such increases should occur, will turn out to be more apparent than real. A higher charge in *centimes* is usually met by more *centimes* to the dollar.

*Shipping Baggage*

As remarked above, the baggage-master on board your steamer will contract to ship your baggage in advance between ports served by the line. Thus, to be specific, if you land in Genoa and wish your trunk to be sent to England to await your arrival after traveling leisurely up through Europe, the baggage-master will take care of it, sending it by a boat of the same line or combination of lines—most likely one touching Genoa on the return voyage from the Far East—to the British port of call—Plymouth or Southampton, as the case may be. Here it will be stored until you notify the steamship agent to which city you wish it sent.

Baggage is also handled by several tourist companies and by the English firms of Pickford, Carter Patterson, and the London Pack-

age Delivery Co., representatives of each being found in almost every depot abroad. Through any of these, baggage may be called for at a hotel in any city and forwarded to any hotel in any other city, or held in storage for you. It may be shipped by ordinary freight or express *vitesse*. By ordinary freight it will take a trunk a month or more to climb through Europe from a Mediterranean port to England, but it will be only half as expensive as express *vitesse*, known as fast freight in England, and not infrequently pronounced "fast fr'ight" by the class who handle it. The charge for this latter service will be approximately one-half of a second class passenger fare for one small trunk.

In all cases when baggage is shipped in advance, trunk keys are demanded by the forwarding agents so that it may be examined by the customs inspector of the country to which it is consigned. And because of the red tape which surrounds such international baggage shipments, they are very expensive, and scarcely to be recommended when not necessary. By insuring the baggage against fire, shipwreck, etc., you will be protected against financial loss.

*Railway Information*

At every railway and steamship terminal throughout Europe uniformed interpreters are on duty, some employed by the line itself and some by the tourist companies, who are perfectly capable of giving authentic information as to the leaving time of trains, baggage, hotels, points of interest, and so on. Included in a galaxy of languages, these interpreters invariably speak English, and they expect a small fee from the party accommodated. The "runners" of all the principal hotels, sent to meet trains and who solicit business, also speak English more or less fluently.

*Porters, Cabs and Tips*

Uniformed porters meet trains throughout the whole of Europe and will carry passengers' baggage to or from the train and the cab. To secure the services of a porter on entering a station is no trick whatever; as the train moves in simply lower the window sash of the compartment and beckon to one as he stands in line on the platform. He will follow your compartment until the train comes to a stop, will hop in, and, after unloading the baggage from the racks overhead, will slip his carrying strap through the dif-

ferent handles, and walk off. For this service he should always receive a fee amounting to the local equivalent of five or ten cents for each piece. In England this will be about sixpence per trunk or heavy valise; in France and in Italy two or three francs or lire. The duties of the porter include calling a cab for his patrons. Usually the money taken in by the porters is handed to a collector, who makes his rounds several times a day and divides the amount equally among them.

Cabs of all kinds and many vintages will be found at all railway stations and steamship docks. The horse-drawn and motor taxicabs are generally in evidence. Their introduction was a boon to the traveling American, who in former times was compelled to waste valuable time in dickering and bargaining, only to feel after all his trouble that he had been fleeced. The taxicabs—whose meters are regularly inspected by the municipal authorities almost everywhere—preclude all this. An excellent system for regulating the taxicab service prevails at some of the European railroad stations—in Berlin and Stockholm for example. A policeman or other official is stationed at the exit and hands you a numbered brass check which identifies the taxi-

cab you are to have. If a horse-drawn vehicle is desired (and these are usually cheaper when available) a different kind of check is given you. This system insures your getting a conveyance promptly and without either being surrounded by eager cabbies or contemptuously ignored in case there is a dearth of cabs.

*Purchasing Railway Tickets*

Local railway tickets between one town and another, single fares and returns, are best procured at the ticket windows at the railway stations precisely as we do in America. Through tickets or tickets covering a whole tour are most advantageously purchased from one of the reliable tourist companies or from the railroad of whose special rate tour you avail yourself. The tickets will be offered at the lowest rates and the purchaser may seek the advice of an experienced man as to routes, and so on. If you have decided upon your route before sailing, tickets covering it *in toto* may be purchased from the steamship company or from the agent of one of the large tourist concerns in this country. If landing in England it is most convenient to buy the steamship ticket through to London.

*Time-tables*

Every British railroad from London to any of the Channel ports issues reliable books of time-tables of through trains to the Continent and between the principal cities. These are usually sold for a small amount and not given away as they are in America. But perhaps the most comprehensive books of both local and long distance time-tables, containing diligence routes, advice as to hotels and a wealth of other information for the traveler, are those paper-bound books known as Bradshaws. One of these, the British Bradshaw, deals with British railways, steamship sailings and everything else of helpful information to the traveler pertaining to the British Isles. It may be bought at any railway terminal or tourist office for sixpence. The Continental Bradshaw is larger and slightly more expensive.

The Bradshaws are issued monthly and they are authentic and up to date in the matters of time-tables and rates. The Bradshaw is quite the most important article in every "first aid to the traveler" kit. Of course, being a British publication, it is printed in English. There are reliable French, German

and Dutch time-tables, too, but these are printed in the language of the country of whose railways they treat, and are not of the wide scope of the Bradshaw; but they are more specific as to the different methods of conveyance and may be used to advantage in a country through which a particularly thorough tour is being made.

In France, Belgium, Spain, Italy and some other countries railway time is reckoned from one o'clock (which is one a. m.) to 24 o'clock (which is 12 o'clock midnight). This is at first a little confusing to the American, but if he will remember that the numeral 12 must be subtracted from any hour greater than 12 in order to ascertain the p. m. hour, he will soon become accustomed to it.

*Economical Ways to Travel*

With regard to economical ways to travel it must be remembered that, distance for distance, boat travel is always cheaper than on the railways. If you would save money in travel—not exactly *save* it, but spend less—patronize the smaller hotels which cater to the native element. It may be a difficult matter for some of us to refrain from bragging about being Yankees (the common name abroad for

all Americans), but the moment we do, we will be charged accordingly. Many hotels in Paris and London, Rome, Madrid and the ultra-fashionable resorts are no cheaper than the most fashionable hotels in New York. The reason is that their patrons are mainly Americans and *de luxe* travelers of other nationalities used to paying exorbitant prices. It is not an uncommon occurrence that the European gets a lower rate at these same hotels. In an earlier chapter of this book, reference has been made to the extremely low rates that it is still possible to obtain in the small hotels of almost every corner of Europe. It should be added that these rates are not always given merely for the asking. Bargaining frequently is necessary. The usual American traveling through Europe hates to bargain. That being so he must be prepared to pay top rates —and should not complain. But to the American who is not too proud to bargain, and who loves the real sport of a dicker, the opportunity of reasonable travel throughout at least the greater part of Europe is large indeed. At many hotels in Europe the National Travel Club, a large and important organization with headquarters in New York, secures discounts for its members. A membership in

this club, which costs but a nominal fee, is a profitable investment.

*Circular Tour Tickets*

Circular tour and 1,000 kilometer tickets may be purchased for the majority of European countries either on a mileage basis or for a fixed itinerary. And while, in the case of England and France, this results in no, or at least a very negligible, saving, you can thus avoid the bother of purchasing tickets at every station where you break your journey. In many of the other countries, however, notably Austria, Italy and Spain, such tickets enable one to travel second class for the price of third, or first for the price of second. The Italian "Below-the-Alps tickets" may be secured at any of the foreign offices of the ENIT, the national tourist organization of Italy; the kilometric tickets for Spain, with a minimum allowance of 3,000 kilometers, can be purchased at any of the more important Spanish railway stations, or at the larger tourist agencies in France. Circular tour tickets are as a rule good for a definite length of time, from a week to six months; and, even if partly unused at the end of that time, are worthless thereafter.

*What Class to Travel*

The general formula for European railway and steamship travel is to go third class in Scotland, England and Wales. In Great Britain the third-class coaches of at least the through expresses of the railways are apt to exceed in comfort and in cleanliness the average day-coach upon the American railroad. They can be recommended almost without stint. The third-class tariff costs approximately three cents a mile, American money; the first-class, five cents of our coin. A British first-class carriage represents about the height of luxury in travel. And inasmuch as the third-class carriages there (no longer are second-class carriages used upon the majority of British railways or trains) are apt to be very crowded on Sundays and holidays, the American may now prefer to travel first class, especially with the rate hardly more than his own at home—including the Pullman charge. There are Pullmans in Great Britain too—under the same name and of the same general arrangement as the parlor-cars at home—but they are hardly to be reckoned as necessary adjuncts of travel there.

There are, to-day, few if any countries on

the continent of Europe where it is not possible to travel comfortably in second-class carriages. In fact, in many countries, the first-class is used almost exclusively by wealthy American visitors. Basically there is very little difference between the first- and second-class accommodations—in the first-class compartments the upholstery is a little more elaborate, you sit three abreast rather than four, and there is less chance of the compartments being crowded—that is all. Third class is another matter. In Germany, too, where there are four classes, in Holland, in Switzerland, and occasionally in the Scandinavian countries, the economical traveler will certainly choose to go third class and can do so without discomfort. But in those countries where the exchange is markedly in his favor, the average American will be able to afford second, or even first class. And in the southern part of Europe, in Italy, Spain, and to a certain extent in France also, third-class compartments are crowded, uncomfortable and not without their odors.

On steamships and as a rule on river and lake boats it is better to go first class and is even cheaper than second on railways; likely the through ticket will permit this.

Avoid traveling on Sundays and holidays if possible, and especially for long distances, unless first class. Should the second-class compartments be crowded, as they usually are on Sundays and holidays, a small gratuity offered to the guard sometimes will enable him to slip you into a first-class compartment, and no questions asked. Unless in a hurry, it is unwise to travel at night. By so doing, not only is the intervening country lost to the sight-seer, but the "sittings up" are not conducive to a comfortable night's rest.

To use the sleeping cars in Europe is generally an expensive business and ofttimes a very disagreeable one. In the first place, the traveler must purchase a first class fare; in the second, he must pay a rather exorbitant supplement for the use of a berth. In addition to these, if he travels by the "trains *de luxe*"—often the only ones between certain points that carry sleeping cars—he must pay another supplement for this privilege.

It is rather customary for Europeans who come to the United States, for the first time at least, to rail at our sleeping cars. The open-berth arrangement of the standard Pullman sleeper excites their great contempt. That the European car, with its invariable

arrangement of the berths into individual staterooms or compartments, has inherent advantages over its fellows of America is not to be argued. Yet to the average traveler the induction into a locked room with a perfect stranger as a traveling companion—even for a single night—also has its disadvantages. The British sleeping cars as a rule have but a single berth to a compartment. While a first class ticket is required for their use, in addition to a rather moderate fee for the compartment itself, they represent the maximum of cleanliness and privacy, and enable a traveler, whose every hour is valuable, to go to the remotest parts of Great Britain with a great saving of his time.

The supplementary charges for the use of these cars runs well in excess of similar accommodations in our own Pullmans—sometimes twice the cost. But, again, to the traveler whose time must be counted in days or even in hours, this mode of transportation offers a time-saving advantage not to be overlooked. One night from Paris to Bordeaux or Brussels or Rotterdam or Marseilles is a real advantage; twenty-four hours to Madrid or Rome or Berlin a time economy which

ofttimes is worth a lot of money. The sacrifice comes, of course, many times, in the loss of the scenic beauties along the route. But in any event a night trip in a regular carriage—even a first-class one—is not to be recommended to the traveler who has any real regard for either his peace of mind or of body.

On some of the European railroads there is a night accommodation which is a happy medium between the very expensive *de luxe* sleeper and the accommodation provided by the day coach. On the French lines this is known as a *couchette*. It is nothing more or less than a berth provided in an ordinary coach by utilizing the ordinary seats and letting down an upper berth as is done in our own sleeping cars. No bed clothes, however, are provided. A mattress and pillow is all you get. The cost is, of course, considerably less than the regular sleeper.

The so-called *de luxe* trains of the Continent are, to a very large extent, a delusion and a snare. To an American, accustomed to the comfort and great luxury of the buffet cars, the club cars and the observation cars of our finest trains, it will come as something of a surprise to have to stand in

the aisle of a sleeping car while the berths in his compartment are being made ready for the night—or for the day. There are a few roads in France—notably the P. L. M. and the Paris-Orleans—that have introduced the club car type of vehicle on some of their trains; the Italians are now doing the same thing, but calling theirs, observation cars. In the first instance no charge is made—beyond that for a first class railway ticket—and in the second the charge is very slight indeed.

The chief advantage of the European *de luxe* is a time-saving one. As a rule they far exceed in speed even the fastest of the regular expresses. To the traveler who is under no very excessive pressure upon his time they represent no real saving whatsoever. And a very great added cost to his trip. This is hardly true, on the other hand, with respect to such a train as the English Channel Special mentioned under Baggage Regulations. There the extra charge will seem trivial considering the red tape you are spared after a possibly rough crossing.

*Hotels and Pensions*

The prices of hotel and pension accommodations in Europe vary considerably. In cer-

tain countries, notably Holland, they are higher than in others. Always they are higher in the cities than in the small towns and country districts. Always they are higher "in season" than "out of season"—whichever the "season" may be. The migratory American usually establishes the "season," and when he begins his annual exodus to Europe the rates go up.

As much as for its scenery Switzerland is famous for its hotels. The Swiss are the hotel keepers of the world, which is well to remember when traveling in places out of the beaten track. If there is a Swiss hotel keeper in any town, Waikiki or Walla Walla, it is a foregone conclusion that his hotel will be the best in that town for the price. More than 800 hotels are noted with locations, capacities and rates in the little handbook published by the Swiss Hotel Proprietors Association, which may be obtained free from any touring agency. On the average, the tourist pays from $4 to $5 a day for full board. Yet the advice given in an earlier paragraph as to real value of bargaining when you seek hotel accommodations in Europe holds good, even in Switzerland.

*Costs of Accommodations*

The ordinary charge for a bedroom at the first-class hotels in Switzerland—whose currency is stable, netting you about 5 francs to the dollar—is from 5 to 8 francs; for the continental breakfast of tea or coffee, rolls, butter and honey, 2 to 2½ francs; for the *déjeuner,* or luncheon, 5 to 6 francs; for the *table d'hôte* dinner, 5 to 7 francs.

In the smaller, so-called "second-class hotels," quite as clean and comfortable as the "first," although less pretentious, the charges are: for bedroom, 3 to 5 francs; for breakfast, 1½ to 2 francs; for the *table d'hôte* at noon, 3 to 5 francs; for supper in the evening, 3 to 4 francs.

The rates for bedrooms increase according to the size and location of the room, but the rates for meals are usually fixed. By this schedule one may stop in Switzerland at first class hotels for $4 or less a day, and at the smaller hotels for $3. Pensions are supposed to be somewhat cheaper, but the rates at some of the better known ones will be found to be quite as high as those of the hotels, while the accommodations are usually inferior. A prolonged stay at any hotel may be made at a daily rate considerably lower

than those mentioned above, in which case it is best to inquire the inclusive rate for "full pension"—meaning room, board, service and lights. One may live comfortably as cheaply in Switzerland as in any country in the world except, of course, in those with greatly depressed currency.

Relatively, hotel accommodations in Italy are more expensive, although there is no place, even in Europe, where bargaining may be more profitably indulged in. The farther south you go the more the hotel-desk takes on the character of a bargain-counter. The genius presiding over it has no desire to gouge you. There is no malice in his attitude. He is merely indulging in the pastime of matching his wits against those of a smart tourist from the Land of Dollars. He is paying you a compliment as a citizen of El Dorado. Besides, he is by nature a sort of Latin David Harum, with rooms instead of horses to swap for your lire. He wants you to meet his asking-price with a counter offer. Disappointment will cloud his smiles if you accept his initial terms. His respect for you will increase two-fold should you manage to drive him down to half this "positively lowest rate." For those

who shrink from such practice—and for the travel-weary, to dicker for a bed may well cease to be entertaining—it will be reassuring to learn that this picturesque side of sight-seeing south of the Alps threatens to vanish under the present methodical government, which aims to standardize everything, as in America. However, it will be probably some time before the *padrone* of the wayside inn or of a *locanda* off the beaten track will bow to the new order.

Bargaining is less prevalent in cities such as Milan, Genoa, Rome, Florence, Naples and Venice, with houses which for comfort and cuisine compare favorably with any that are to be found elsewhere. There are also smaller houses that are quite acceptable to the average American, although not quite the number of these that some of the other European lands boast. The hotels that make no bid for the "English-speaking" are best avoided, unless local color means everything to you.

Throughout provincial Germany the hotels are of the same high order as in Switzerland and the prices relatively the same. To-day Germany is almost as expensive as England. Yet in most towns $2.50 a day will cover the cost of a room and three meals at any of the

less pretentious houses, and even in Berlin, pension terms can be secured for as little as $12 or $14 a week.

The hotel accommodations of provincial France are just as cheap, although not up to the standard of Switzerland or Germany. In Paris the same relative values hold as in other European capitals. There is a vast range in its hotel prices. One may go to a *de luxe* house and pay easily the equivalent of $10 for a double bedroom and private bath without meals or one may seek out a small hotel on the "left bank" and live for as little as $3.50 a day—including meals. Between these extremes are hotels whose prices and accommodations will suit any taste, or pocketbook. There are also modest pensions which charge less than $3.50 a day.

Norway, Sweden and Denmark offer excellent and comparatively inexpensive accommodations for the tourist, and $3 or slightly more a day will pay for room and meals at any of the less pretentious houses throughout Scandinavia.

Holland, with all her polished doorsteps and shining brasswork, is conspicuously lacking in good reasonably priced hotels. The best

in the country are none too good, and by the prices they charge one cannot compute their various degrees of excellence, whether good, bad or indifferent. Holland is one of the most expensive of the European countries to stop in over night or longer. Belgium, on the other hand, with one of the lowest exchanges in Europe, is even cheaper than France. And most connoisseurs agree that the Belgian cuisine is on the average the best in Europe.

In Austria, Czecho-Slovakia, Hungary and the Balkans, improbable as it may sound in the case of the latter, the hotels in the larger cities are of the first water as to quality and very reasonable as to price. And in Austria and Czecho-Slovakia even the second-class hotels and small town inns are generally satisfactory. These countries of Eastern Europe are only now beginning to get the attention from the tourist which their picturesqueness has long deserved.

Other than the best hotel in any small Spanish town is next to impossible if the traveler expects to enjoy any degree of comfort, and even this will be expensive—in more ways than one. The traditional Spanish *fonda* that appealed to the thrifty traveler

of other days apparently has ceased to exist. Madrid has two very fine houses, and three or four other very tolerable ones. But in as large a tourist center as Toledo the much-heralded new hotel has but one bathtub and that is situated in the very center of the men's washroom.

Generally speaking, hotels in Great Britain are among the most expensive in Europe. The ordinary charges at London hotels vary from about $3 a day in the less pretentious houses to $6 and upwards (mostly upwards), in the most expensive, and this for room only. The most economical method of indulging in hotel life in London, a system that may be applied advantageously to any continental city as well, is to arrange for room and breakfast only, taking lunch and dinner wherever you choose. Room and breakfast at a good hotel in London (the "temperance" hotels, for example, patronized mainly by visitors from the Colonies) may be had, for, say, $1.80 (7 shillings and sixpence). A magnificent new house near Piccadilly Circus, much of the type of a famous chain of hotels in the United States, furnishes a room and a full breakfast for 11 shillings a night ($2.65). Lunch should not exceed 2½ shillings; and the city

is crowded with interesting little French and Italian restaurants where 3 shillings and sixpence (about 85 cents) will buy a sumptuous *table d'hôte* dinner.

Provincial England, Ireland, Scotland and Wales abound in comfortable and cleanly little inns, where $3 a day will provide for everything.

*Tips in Hotels*

As to tips abroad, the traveler through Europe will make no mistake by adhering to a strict 10 per cent ratio. Ten per cent of any hotel bill, divided proportionately among those who serve you, is all that is expected. In addition, the equivalent of 10 American cents for each large piece of baggage may be given the porter for bringing it to your room upon arrival and for carrying it back to your cab again at the end of your stay; and the field marshal who presides over the lobby—the *concierge* on the Continent, the hall porter in England—will never refuse a small tip in any event, but one is necessary only when he has imparted requested information about trains, points of interest, and so forth. A shilling, or its equivalent in the currency of

the country, is the proper amount per person for a three or four days' stay.

It is usually necessary to tip the chambermaid even for a one night stay—the equivalent of ten cents is enough—and when remaining for a longer period twenty-five cents per person for a few days' visit will be amply sufficient. If at your request she prepares a bath for you—which, by the way, is one of her many duties—she will expect twenty cents—a shilling, two or three francs, or some coin of the same value. To the head waiter, when he submits your bill at the termination of your visit, should be given the 10 per cent ratio, less the amount you have given the chambermaid and others. If a protracted stay is made in any one hotel, the ratio of tips may be reduced to 8, or 7, or even 5 per cent. But in Germany and Norway to-day tipping is practically non-existent, and in Italy and Spain as well, there has been a fairly wide movement looking to the abolition of this nuisance. In Norway a straight 10 per cent is added to the hotel bill, and guests are requested not to tip employees in addition to this charge, except, of course, if special service has been required. In France, especially in Paris, the same system with

the same rate is gaining favor. In nearly all the German cities a supplementary 10 or 15 per cent is added to your bill to cover this item. Even the restaurants have adopted this practice. In Italy, though the service percentage system is quite general among hotels, it has not as yet been taken up by restaurants to any extent. As for Spain, the movement is quite recent there, and it is wise to enquire in advance. It is generally understood that when this surcharge is made, no gratuities need be given except to the omnipresent hall porter.

A convenient system for tipping has been established in Switzerland, and is in use to some extent in France. When you pay your bill at the end of the week or at the termination of your stay you leave with the cashier the amount of your tips in a lump sum and this is distributed to the various servants, including the dining room staff. Those who have run the gauntlet of hotel servants in leaving some hotels will heartily recommend this system. You give a fixed sum which, if computed on a ten per cent basis, is less than the amount of your fees if given individually. The hotel sees that the money is pro rated and everyone is happy.

*Hotel Coupons*

To anyone not conversant with the French language—which is not only the language of diplomacy but of hoteldom abroad—and who is not endowed with the *sang froid* to walk deliberately away if the price quoted is not satisfactory, we suggest that the traveler, who is in Europe for the first time, provide himself with the "hotel coupons" issued by the well known tourist companies abroad. These may be purchased at varying prices, according to the desired accommodations at "first" or "second class" hotels. What has been said above with regard to the standard of hotels in various countries may prompt the prospective purchaser of hotel coupons as to which "series" to buy, depending upon the country or countries to be visited, whether for "first" or "second class" houses. A very few dollars in American money will buy one day's coupons acceptable for room, continental breakfast and the regular *table d'hôte* dinner at any "second class" hotel in any city or town in Europe, which is included in the lengthy list provided with the coupons, leaving lunch to be provided for in addition. This precludes the possibility of being charged

exorbitant rates. The "second class" hotels as listed are often the best in certain places, and you can usually make up your mind, by looking over the list before you get off the train, which hotel you will favor. The hotel coupons are good at every hotel mentioned in the "first class," list, and cost but slightly more than those of the "second class," various "supplements" being noted in addition.

You will thus be able to compute the approximate expense of a month's or six weeks' stay on the Continent in advance. Unused coupons are redeemable at the purchasing office for fifty or sixty per cent of their original value.

The disadvantages of these coupons are: that the traveler is limited as to his choice of hotels in every town; that, because the coupons are not actual cash, he is sometimes bundled into an inferior room; and that he might have bargained for the same accommodations at a lower figure than the coupons cost him, which is frequently possible. If, on a month's trip, the traveler provides himself with coupons for fifteen days, which he may use at his discretion, and fights his own way for the remaining fifteen, he will seldom regret the adopted method of self-maintenance.

*Seeing Points of Interest*

There is not much definite information to be offered the traveler with respect to European guides. Sometimes they are well worth the money spent on their services. More often they are not. Every place of interest abroad is full to overflowing with them, good, bad and indifferent. Sometimes they are a necessity, almost; sometimes they are an encumbrance. In a place like Rome, where there is so much to see that a whole summer's sojourn would not exhaust it all, a reliable guide engaged by the day is a profitable investment. But then again there are so many incompetent *cicerones* in Rome that the authorities of the hotel selected should be consulted before entering into any agreement. Indeed, if desirous of procuring a guide by the day, the guides vouched for by the good hotels are the best throughout Europe; then, if they prove incompetent, you have some place to register an effective complaint. In a place like Rome, too, the really reliable guides are licensed by the local historical society and the information they impart is practically authentic. The average charge for a guide is from $2 to $4 a day

and expenses (carriage hire, car fares, etc.), with an additional ten per cent of the bill as a gratuity if he proves satisfactory. Owing to the importunities of beggars and mendicants and venders of curios it is sometimes rather more than annoying to make certain excursions in the vicinity of Naples without a guide.

In museums and art galleries a guide will be more of a nuisance than a help. What interests you the most may not be included in his catalogue of exhibits, and in the end you will see nothing but what he chooses to show you in order to work off his "line of talk," thus giving you the impression that he is a very learned personage who deserves the exorbitant rate he will invariably try to charge. The various guidebooks explain the contents of the galleries and museums fully, and from them you can learn as much as any human guide can tell you, and rely better upon the information.

When it comes to an object of universal interest, such as the Cologne or the Milan cathedral or St. Peter's in Rome, the services of one of the local English speaking guides may be secured, and to the traveler's advantage. Plenty of such fellows will be found

at the entrance and will show a party through, explaining everything, for a nominal charge ranging from fifty cents to a dollar. If time presses, and a second visit cannot be made, this method cannot be improved upon.

However, it seems to many persons a sacrilege to be personally conducted about any European city by a chattering guide. An excellent method to pursue is to read with some thoroughness what any of the standard guidebooks have to say about your next stopping place *before* you get there. Determine from such information, aided by what you may already know to be the "big things" in the place, just which are to be the sights you prefer to visit. You cannot see everything everywhere abroad in a summer, and this you will have to admit before you are through. After you have selected your hotel, walk out to the nearest bookshop and buy a little pocket plan of the city, or by purchasing the special edition of the Continental Bradshaw you will have plans of all the principal European cities contained in one volume. By studying the plan for half an hour you will glean a better idea of the town in general than by walking about it aimlessly for a week. After you have studied the plan, jump

into a taxicab and tell the driver (and the powers of pantomime are wonderful if you cannot speak the language) to drive you around the place for an hour or two and point out the objects of interest. During your royal progress through the city ask him every question that comes into your head, for you will have to tip him anyway. Thus, when you come to visit those places of interest the next day, perhaps, you will be able to plan your sight-seeing campaign so as to waste as little time as possible. It is a good idea, too, to take a ride around the city in an electric car, and it is a pleasant and profitable way to spend an evening. Even if you do not speak a word of the local language it will make very little difference—the car is sure to come back some time to the place where you boarded it.

A happy human combination of Baedeker and Bradshaw is he of the epaulets and gold cord—the hotel *concierge*. He conducts a sort of bureau of general information just large enough for himself and his desk "on the right as you enter." He knows all about trains and boats and trolley services, excursions in the vicinity, important points of interest in the city and how to get there. He

will unburden his soul for the asking—and a certain aforementioned gratuity at the end of your stay. But being neither archaeologist nor art critic, his store of authentic information is limited to where to go and how.

*Routes between Countries*

The shortest steamship route between Ireland and Scotland is the forty-mile run from Larne to Stranraer, the boats leaving Stranraer upon the arrival of the through London and Northwestern Railway trains from London or Edinburgh. This is the most popular passenger route between the two provinces, and the most important. The Irish Sea proper, however, seems to be scarred severely by the tracks of steamers from Ireland to England. One may cross from Belfast to Fleetwood (138 miles), from Greenore to Holyhead (70 miles), from Dublin to Holyhead (46 miles), from Dublin direct to Liverpool, or by one or two other less important routes.

From England to the Continent there are numerous routes across the Channel and the North Sea. Unfortunately, the trip across the English Channel is always a kind of a bugaboo to the traveler susceptible

to seasickness. There are two ways of looking at this cross-Channel business; the longer the route selected, the calmer will be the passage; the shorter the route, the sooner it will be over. The two British and French ports nearest to each other are Dover and Calais, and it takes but a little over an hour to make the passage of twenty-five miles from one to the other. But just in this "neck" is where the currents meet as they surge through the Strait of Dover from the North Sea and the Atlantic. On account of the time saved by this route it is the most expensive. The Folkestone-Boulogne route is very little longer distance.

The 79 miles from Newhaven to Dieppe are covered in three and a half hours. At this point the North Sea current has about exhausted its strength, and the current from the Atlantic has not yet begun to accumulate force. Because of the time consumed it is the cheapest daily Channel route between England and France, with the exception of the all-night trip from Southampton to Havre.

Across the lower end of the North Sea from England to the Hook of Holland or Flushing the night may be spent in comparative comfort.

*Travel by Airplane*

No feature of European travel so impresses the American tourist as the airplane services, their comparative cheapness, their regularity, their safety. There are already very nearly a hundred air services. One can fly even from Morocco to Moscow, from Helsingfors to Constantinople. Air travel in Europe has ceased to be an adventure—the huge, comfortably-appointed planes leave and arrive on a schedule as accurate as a train's. The cost, when one considers the saving in sleeper berths, etc., is very little more than the first-class fare by train, and the time saving is considerable. It takes 22 hours by the fast expresses to go from London to Marseilles; by air you can make it in 8. It takes over 13 hours to cover the 407 rail-miles from Berlin to Munich; you can fly it in 4½.

In the matter of commercial aviation, Germany is as far ahead of the world as is America on the score of bathrooms. There are over 70 passenger air services in the Reich operating from one to three planes daily in each direction. You can go to the landing field in Berlin and be whisked away to Stockholm, or Vienna, or Prague, or Paris, or London. But what is more remarkable is

the number of small, less important towns which can be reached by air. In fact a large number of the cities which the tourist will want to visit in Germany can be so reached.

There is in addition a Finnish service between Stockholm and Helsingfors, a Polish line from Vienna to Warsaw, Swiss services from Basle to Marseilles and Berlin, a Russian line from Berlin to Moscow, an Italian service between Trieste and Turin, a Czecho-Slovak line, some half dozen English and as many French. You can cross the Mediterranean either by way of Spain to Algiers or Casablanca, or fly to Tunis via Corsica. And all this for little more than the cost of first-class rail travel!

The most popular service is the cross-Channel line from Paris to London. On this, as on the majority of other lines, you are allowed twenty-five or thirty pounds of free baggage and can either pay extra for the balance or have it sent after you by fast train. A car calls for you at your hotel and takes you direct to the landing field, and almost before you would be getting started by rail, you are on the ground again, with another car waiting to take you to your exact address. For convenience, speed, comfort, not

to mention the view, airplane travel is far, far ahead of railway—unless you are predisposed to the qualms of *mal-de-l'air*.

*By Automobile*

In another chapter reference is made to the possibilities and the difficulties of private motoring through European countries. The great progress in the use of the motor omnibus upon the highways of the United States at the present moment has been duplicated, but in far lesser degree, upon those of Europe. Great Britain has done much to develop these services. But there, as well as in France and in some other portions of Continental Europe, the most dependable long-distance services are those which are offered by the railway companies in connection with their through trains. True it is that from London to Brighton these days there is an almost unbroken procession of open motor-buses—known locally as *char-à-bancs*—and that whole fleets of these immensely popular cars radiate out from such popular tourist centers as Bath and Torquay and Harrowgate and Leamington and the like, but the steady all-year necessities of the travelers are in the hands of some of the progressive British railways—of which

the Great Western is a conspicuous example.

Similarly in France, the Paris-Lyons-Mediterranean Railway has led in the establishlishment of these connecting auxiliary motor-omnibus routes, not only for one-day trips, such as those through the forests of Fontainbleau, but in the French Alps and the Riviera country. Reference will be made to these when traveling in France is considered specifically, as well as to the similar auxiliary services of the Paris-Orleans in the Château District of the Loire.

The World War created many new shrines and new European places of deep interest to Americans; of these none more so, perhaps, than Château-Thierry, Rheims and Belleau Wood. Motor-omnibus trips to these points and the more remote but almost equally interesting Argonne Forest and St. Mihiel radiate from Paris as a center. They take all the way from one day to seven—and generally include all the necessary hotel accommodations. Frequently they are in charge of Americans—most often boys who fought upon the very territory that they now show—and they offer rare opportunity to the traveler who has found within the past few years a pathetic new interest in Europe.

A final way of seeing Europe deserves a paragraph. To the man who finds it completely out of the question either to take his car overseas or to buy one over there, with the idea of selling it again before recrossing the Atlantic or even of importing it to this country, there are always automobiles, of every possible size and style and vintage, to be rented over there; by the mile or the kilometer, or the hour, the day, the week or the month. This has become a way of traveling through Europe and of studying it intensively that is coming into rapidly increasing favor.

In this one travel feature, Great Britain is probably the cheapest of all European nations. One may hire a really elegant car—open or closed—for about one shilling and nine pence (42 cents) a mile. This includes of course, the services of a competent chauffeur, who generally is a pretty good guide as well and who keeps himself en route at his own expense—whether you hire the car for a day or a month. The expenses of the car are also included—gasoline (in Great Britain called petrol), oil, tires and garaging at night. If you wish the car for several days the hire will be arranged upon a basis of

a minimum daily use of about 100 miles, which means that, as your average use of it will probably exceed this figure considerably, you will still have leeway to interrupt your motoring for an occasional stop en route, because of weather or other conditions.

In France the hire is much less. There, a good car and chauffeur, rented on the British system, will cost about five francs a kilometer or 34 cents a mile, if exchange holds at four cents to the franc. More exactly, for a 150 kilometer (93 mile) day, $32 (in francs) is a fair charge, with an extra 18 cents for each kilometer over the minimum. Better terms may no doubt be secured if the car is hired on a weekly or monthly basis.

The other nations of Europe average a little more or a little less than France. The expensive factor in using automobiles over there is the very great cost of gasoline. There is no comparison with the railway train when one comes to the cost factor, save in Great Britain, where a car is actually cheaper than first-class fares, if you have five or more persons in your party. There will be a gratuity to the chauffeur, of course. Five per cent of the total bill is quite abundant for him—unless you have taken a very minute sort of a

ride, in which case you really ought to proffer him ten per cent.

*Independent Tours*

Travelers unfamiliar with Europe, who do not wish to join a conducted tour and yet desire to arrange every detail of their journey in advance, may contract with a touring agency for a so-called independent tour. Under this system of traveling the complete arrangements for the entire journey are worked out and every necessary expenditure is included and paid for before leaving home —steamship, railroad and Pullman tickets, hotel accommodations, sightseeing arrangements, transfer of passengers and hand baggage from station to hotel, etc. The traveler thus pays all of his expenses in advance except purely personal items, receiving tickets and coupons covering all accommodations for the entire tour. Traveling by this method costs the tourist no more and yet saves the annoyance of looking up train connections, buying tickets, making hotel reservations and taking care of other details incidental to the journey.

## IV

## WHAT TO SEE ABROAD

EVERY country in Europe—every district, indeed, has its peculiar fascinations for the tourist, and with little difficulty he may map out his tour to include only those sections which hold whatever strikes his fancy the most. After having guide-booked through the great museums of art and antiquities in the large cities; after having hurried along their lively thoroughfares and sipped coffee with the cosmopolitan crowds in their gay cafés; after having strolled about in their handmade parks and pleasure places, the traveler may awake at the end of a few hours' train ride to find himself inhaling the atmosphere of medieval times in some little out-of-the-way corner where the modern methods of a prosaic workaday world outside have but little influence. Whatever the traveler's hobby, it may be gratified through the simple procedure of purchasing a railway ticket.

In a book of this sort one cannot expect too extended a description of the many travel-lands of Europe and the adjacent countries of North Africa. But in the following pages

one will find a brief résumé of what, in the various countries, most recommends them to the American traveler. And by way of introduction, the alphabetical sequence brings us first of all to Africa.

## AFRICA

For the unexpected, look to Africa. This is a Roman saying which still holds good.

The five sections of Northern Africa which, because of their nearness and extensive travel facilities, seem rather more a part of Europe than of the Dark Continent, are as follows: The French province of Algeria, the French protectorates of Tunisia and Morocco, Italian Tripoli, and Egypt. Of these, Tripoli, a mere civilized strip along the African seaboard, attracts comparatively few travelers. But Egypt is fast becoming the most fashionable winter resort in the world and the six steamship lines which carry visitors to the picturesque countries of French North Africa, rarely send off a boat with an empty cabin.

### *Egypt*

Egypt can be reached by boat from either Italy or Greece, and the new fast steamers which make the crossing are among the most

luxurious in the world. And to-day the almost total absence of middle-class accommodations makes Egypt even more expensive than New York.

Alexandria, the principal port of the tourist's Egypt, contains, despite its antiquity, very little of real interest to the traveler. Far better, for one whose time is limited, to take the train 130 miles up the Nile to Cairo and make this the headquarters for a series of excursions to the points of interest nearby. But Cairo itself is interesting with its crowded bazaars and Oriental architecture, and no visit, no matter how brief, to Cairo is complete without two or three days spent seeing the incomparable Mosque of Hassan, the alabaster mosque, and the great museum with its matchless collection of Egyptian antiquities. But even more fascinating are the ruins nearby, the great pyramids of Gizeh, the Sphinx, Memphis, Sakkara, all easily accessible by special automobile, or preferably by camel across the sand. The fertile and interesting part of Egypt consists merely of a narrow strip, following the Nile "up south" for over a thousand miles, and scarcely ever attaining a width of over twenty-five or thirty miles.

From Cairo, the eight or ten day trip up the Nile to Assouan, Abydos, Luxor and Thebes is probably the most worth-while tourist excursion on the globe. Most people prefer to take the trip by the comfortable, albeit rather expensive, Nile steamers, but there is an excellent railway as well. En route to Assouan with its great dam and cataract, or rapids, one passes Tel-el-Amarna, an ancient royal city; Abydos with its huge temple of Osiris; Denderah and Edfou. But the great sights of the Nile valley are Thebes and, across the river, the Valley of the Tombs of the Kings, where Tut-ankh-amen was buried; Homer's own "hundred-gated" Thebes; Karnak with its great avenues of pillars, its row upon row of carved sphinxes, its mighty gateways and lotus-topped columns; Luxor, the modern town, with its excellent hotels, and, in the valley across the river, the two colossi of Memnon and the multitude of tombs hewn from the desert rock. These, all these, while they can be seen in ten days or so, are well worth a much longer visit.

*Algeria*

Algeria, the central and most Europeanized of the three sections of French North Africa,

lying directly across the Mediterranean from France, is made in from 22 to 26 hours by the fast steamers which leave several times a week from Marseilles and Port Vendres. The port of Algiers, the capital and chief city of the province, possesses one of the most beautiful bays in the world; and seen from the sea, with the amphitheater of white houses rising against the rich green foliage of the hill behind, Algiers is by far the most attractive gateway to North Africa. The city itself, almost Parisian in its splendid boulevards and fine buildings, preserves still, in its Arab quarter, the close, mysterious air of an Oriental city. The chief attractions of Algeria, in addition to its enviable climate and perpetual sunshine, are the desert cities of Biskra, Touggourt, and Ghardaia to the south, the high mountain towns of Fort National and Michelet, and the splendid Roman ruins of Djemilia and Timgad. Except for the beautiful old city of Tlemçen, near the Moroccan border, the western half of Algeria contains little of interest.

In the immediate vicinity of Algiers, Blidah with its famous "haunt of the monkeys," is well worth a visit. From Algiers one can go by bus over the smooth white

mountain roads to Michelet, or by comfortable trains, equipped with dining and sleeping cars, direct to the picturesque city of Constantine, with its noted gorge through which the Rhumel River tumbles on its noisy way. South of Constantine lie the great ruins of Timgad, more impressive even than those of Pompeii, and south of Timgad lies the desert. Some four hours by rail from Batna (the railroad station for Timgad), making in all some sixteen from Algiers, beyond the great barren hills which mark the edge of the Sahara, is the oasis of Biskra, with its great date palms, its Arab town built of mud, and its numerous and luxurious hotels. Touggourt, less of a resort, is even farther to the south. From these towns one may take trips into the Sahara, varying in duration from a day to a fortnight, and thus get a glimpse of the strange fascinating life of the desert. There are special tours in six-wheel autos across the Tunisian border to the oasis villages of Tozeur and Nefta, whence one may go by train direct to Tunis. And there has recently been started an Algiers-Biskra airplane service which, though it gives one little opportunity to see the country, enables one to avoid, by some four hours in

the air, the tedious sixteen-hour journey by rail.

*Tunisia*

Of all the countries of French North Africa none is so picturesque as Tunisia. Aside from the bare and utterly desolate site of Carthage, and a few second-rate Roman ruins at El Djem, there are practically no "sights" in Tunisia; but unlimited atmosphere in the motion picture sense. For in Tunis and Kairouan the covered *souks*, or markets, are among the most striking scenes in the world. A fairly comprehensive tour of Tunisia can be made in ten days.

Starting from Tunis itself, easily reached by rail from Constantine or by steamer from Marseilles, Genoa or Palermo, a few hours takes one to the walled port of Sousse with its white citadel, its minarets and its palm trees, and from Sousse it is only a matter of an hour or so to the "sacred city" of Kairouan, probably the most interesting and most typically Arabic of all the towns of Tunisia. Here, in the crowded bustle of the *souks*, in the famous mosques, in the camel market, in the narrow streets with their rows

of low mud houses, one feels, even more than at Tunis, the mysterious spirit of the East. Fifteen hours southwest of Kairouan, past the barren wasteland that separates the desert and the sea, lie the oasis towns of the Djerid—Gafsa, Tozeur, Nefta, with their great strips of verdure—less spoiled and more interesting than Biskra and Touggourt. From Gafsa an excellent railway takes one to the colorful ports of South Tunisia, Sfax and Gabes, and from there one can return, by way of the coast, to Tunis. Tunis, the old city of the dey, shows still in its covered bazaars, filled with the strange hubbub of the Orient, in its splendid museum, formerly the dey's palace, in the whiteness of the Kasbah, and in its famous university, one of the very finest in all Islam, much that is typical of Mohammedan towns.

*Morocco*

It is only since the war that this most wonderful of all Arab countries has been opened for the tourist. Previous to that time travel in the interior of Morocco was not only difficult, but dangerous in the extreme, but the splendid work of Marshal Lyautey,

who superintended the work of colonization, has made this old pirate country into the richest of French protectorates. At present Morocco, possessing much of the exotic charm of Tunisia in addition to numerous architectural masterpieces not far inferior to the world-famous Alhambra and Giralda of Moorish Spain, is among the most interesting countries accessible to the amateur explorer.

Starting at the Mediterranean port of Oran in Algeria, one goes through Tlemçen to the frontier town of Oujda by rail and thence by airplane or by one of the comfortable motorbuses, which run several times daily over the smooth macadam roads, to Fez. With its great crenelated walls of dried mud, with its terraced gardens and crowded streets, Fez is to-day almost entirely Moorish in appearance. Equally beautiful is Meknes, some fifty miles to the west, with its mosaic gateways and crumbling ramparts. And not far from Meknes are the Roman ruins of Volubilis. Rabat, on the Atlantic, the old pirate town where Robinson Crusoe was held captive, famous for its palace of the sultan, its tower of Hassan, and its huge cemetery, has the same glamour about it, a glamour of arched portals and veiled women, the glamour of

the East. Casablanca, four hours by bus to the south, is the principal port of Morocco and a city of growing commercial importance, but possessing, despite its large native population, little of interest to the tourist. But on to the southward, situated in a great treeless plain with the snow-capped peaks of the Atlas Mountains in the distance, lies Marrakech, which many consider the most beautiful of all Moroccan cities—Marrakech the red, with its walls and its palm trees and the slim beauty of its famous Koutoubia, a full sister to the Giralda in Seville.

Tangier, situated in international territory at the western end of the Straits of Gibraltar, though less beautiful than the cities of French Morocco, is none the less very interesting with its kaleidoscopic native market and heterogeneous population.

Throughout Morocco, as throughout a large part of French North Africa, runs a chain of excellent hotels, operated by the Compagnie Générale Transatlantique, where even the most exacting traveler will find accommodations to suit him. And for the person of limited means there are numerous second-class hotels where one may live as cheaply as in France.

From Casablanca one may go either by steamer to Marseilles or Bordeaux, by airplane to France via the Spanish ports of Malaga, Alicante and Barcelona, or by bus to Tangier, and thence across the Straits to Gibraltar.

## AUSTRIA

Austria, though a mere strip of what, before the war, was the great Austro-Hungarian Empire, still contains much of the most picturesque country in Central Europe. Vienna, the "Paris of the East," the beautiful Danube River, rivaling the Rhine, the quaint old towns and magnificent scenery of Tyrol—all these are bringing their quota of visitors to the new Austria. And Austria, with its cheap visa, its numerous tourist offices and its excellent rail and river-boat services, is doing everything in its power to make the traveler's stay a pleasant one. During the summer, when travel in Austria is at its height, special circular tours are arranged, taking in all the principal points of interest, at considerably less than the regular rate. One can, for example, enter Austria from Switzerland via the Arlberg tunnel and the picturesque old town of Landeck. At

Landeck begins the rugged mountainous strip of country known as Tyrol, and which, as far as mountain scenery is concerned, rivals anything that even Switzerland has to offer. For one who has but a fortnight or less in which to see all Austria, it would be advisable to go directly from Landeck to historic Innsbruck, capital and chief city of this Austrian province of Tyrol; but the more leisurely traveler can well afford to spend a few days on the way, and go by motorbus, via Imst, over the magnificent Fern Pass to the Alpine villages of Lermoos, Heiterwang and Rüti, and to visit, if for only a day beautiful Lake Plan, nestling among the wooded hills near the Bavarian frontier.

Innsbruck, one of the most beautifully situated towns in all Europe, is an ideal center from which to tour the Tyrol. Lying in the fertile valley of the Inn River, with the snow-covered Alps to the north, the famous Brenner Pass and Italy to the south, surrounded by such charming little places as Scharnitz, Seefeld, Reith, Hall and Krimml, it is little wonder that this very ancient and yet progressive city of 60,000 people is among the most important tourist centers of Central Europe.

From Innsbruck it is but a few hours' trip to Salzburg, where every summer a music festival is held in honor of Mozart. Near Salzburg is the old castle of Hellbrun and the delightful mountain town of St. Wolfgang, whence one can make the ascent of the Shafberg, and Ischl. Thence, continuing north, one comes to the Danube valley and Linz. The trip down the Danube from Linz to Vienna, by the comfortable little river-boats is one of the most delightful eight-hour journeys imaginable. From a standpoint of scenic beauty the Danube is quite comparable to the Rhine, especially here in the "Wachau" with its numerous castles, in one of which (Durnstein) Richard Cœur de Lion was imprisoned, its associations with the *Nibelungenlied,* its quaint little villages along the shore—Dornach, Grein, Ybbs, Melk, Krems, and the well-known springs at Bad Kreuzen.

The Vienna of pre-war days was the gathering-place of cultured people from all countries, and the musical and theatrical center of Europe. The cosmopolitan crowds which thronged its beautiful, perfectly-kept streets were even more sophisticated than those of Paris. And though the war laid a hard hand

on Vienna, yet more and more people are going back and finding there the old gayety, the old *joie-de-vivre* which they loved before the war. The opera house and public buildings of Vienna are famous all over Europe, the paintings and tapestries in the museums are among the finest in the world—the collections of work by Breughel, Dürer and several Spanish painters being especially notable.

Within easy motoring distance of Vienna, reached by sight-seeing cars and (for the most part) by mail-buses as well, lie the castles of Schönbrunn, Kreutzerstein, Laxenburg, and Wildeck, the famous Vienna forest, and the popular springs at Baden.

From Vienna one can either go up the Danube to Germany, down the Danube to Hungary, north to Czecho-Slovakia or south, through the lovely town of Villach on the Drave River, to Switzerland or the Italian Tyrol.

## BELGIUM

In thirty minutes in Belgium you can travel through five great centuries of history. She has her Waterloo, but she also has her

Louvain. And in the quiet suburbs of Brussels perhaps the most pathetic of all the memorials of the World War stands the low-sunken monument that marks the execution place of Edith Cavell and thirty-five other patriots.

History in this little land is vastly condensed. From the modern watering place of Ostend to unspoiled, medieval Bruges is only fourteen miles, yet you plunge from a fashionable, garish summer resort, tasseled and tinseled, to a city asleep with the dust of centuries upon it. A little farther on, only twenty-eight miles, is Ghent, a city large and rambling, presenting a curious mixture of ancient life and Twentieth Century commercial activity. Antwerp, bustling, commercial and progressive, lies thirty miles to the eastward, and at the same distance is stately Brussels, a beautiful city of splendid buildings, boulevards, clean streets and pleasant shops and to an observant American traveler reminiscent of a combination of Washington, London and Paris.

Such are the sharp contrasts in this little land of ancient Flanders and Burgundy. And the contrast does not end here. London has a population greater than all Belgium, yet this

small kingdom of big cities is the most thickly populated in Europe. In size it is not quite as large as Maryland. The State of Texas could accommodate twenty-three such countries within its borders.

But what Belgium lacks in size it makes up in interest, for it is one of the most fascinating of the European States from the traveler's standpoint. The art and architecture of the Middle Ages are better preserved here than in other countries of Western Europe, for Belgium escaped in a large measure the terrible ravages of the great religious and political upheavals that disastrously affected other parts of Europe. With the pathetic exception of Louvain, she was greatly spared, even in the World War. Thus in Belgium we have splendid churches, richly sculptured guildhalls, ancient market places, belfries, whole streets of red-roofed and gabled houses, splendid works of art by native painters—all these are there as living manifestations of old Flanders' medieval glory.

For the same reason the student of art revels in Belgium's display of masterpieces of painting. No other country, with the exception of Italy, has such a wealth of native art. It is never exotic, here, as in other art

centers of Europe, for here Memling, Van Eyck, Rubens and a score of others lived and painted, and their work remains in its native environment.

In Bruges, Belgium possesses one of the picture towns of Europe. It is verily a dream city. Called "the Northern Venice," it combines all the quaintness of the Netherlands with the soft beauty of Venetian waterways.

The medieval charm of Bruges is indescribable. The streets of curious old gabled houses of every size and shape, irregular and mellow, breathe the atmosphere of a glorious past. Miles of canals interlace the city and into these are built the houses with their crumbling, moss-grown walls.

Antwerp is a city ofttimes sadly neglected by the hurried American traveler. It is not only a great port, with all the innate charm that that word itself implies but it is a city that gives large reward to the seeker after the unusual. To the traveler who has the good fortune to arrive at it by sea it possesses an unusual impressiveness—the fine quay-front along the River Scheldt; the wondrously graceful spire of the cathedral, which Charles V, in an inspired moment once compared to a bit of Mechlin lace, and which

possesses a set of chimes hardly to be compared to anything this side of Mandalay.

Brussels is not only reminiscent of Washington, London and Paris—it has a rare individuality of its own. Not one of these three great capitals can offer anything that is comparable even to the Grande Place down in the heart of the old city and facing its unspeakably lovely Town Hall. Upon the other three sides of that small square are the high-fronted guild houses that have been standing there these many years—each of them well worth long study. But the Town Hall dominates. It is one of the immortals of world architecture—to be classed with the Washington Capitol and the great cathedral of Milan.

The visitor in Brussels will do well to take advantage of his geographical location by paying a visit to the immortal field of Waterloo, only nine and one-half miles south of the capital, accessible by tram, railway or motor. Here he will climb the famous mound, surmounted by its lion, view the painted panorama of the battle, visit Hougemont Farm and other points of strategic interest. And, after Waterloo, let him motor to the most famous battle-grounds of the greatest

of all wars; for he is within easy striking distance of Ypres and the bloody salient, where the British, and later the Americans, blocked the German thrust at the Channel ports and finally rolled back the enemy troops to their last line of defense along the Scheldt. Here is Ypres itself, pounded flat by four and a half years of continual bombardment, "the most dangerous corner in Europe"; Passchendaele, that gave its name to a whole offensive movement; Bailleul, once a picturesque lace-making town, but now battered to fragments, one of the strongholds of the German front line; Kemmel Hill, the objective of one of the last allied offensives; Ploegsteert Wood—more familiarly known as Plugstreet—the trampled field of countless savage attacks and counter attacks, won and lost by both sides a half a dozen times; Messines, standing on its famous ridge that is soaked with Canadian and British blood; Armentières, formerly a town of prosperous brewers and linen manufacturers, that is now a grinning skeleton; Neuve-Chapelle, Coutrai, Menin, Roulers, and innumerable other war-stricken spots that will hold their places in the history of the world so long as history endures. For the northern battlefields Brus-

sels is the logical starting point: from Paris the southern line is easily reached.

## BRITISH ISLES

### *England*

England will always be a delight to the traveler in that he finds a comparatively small compass a whole world thrilling with interest. Historic remains are in evidence from the early Roman times, nearly all in excellent preservation. There is a variety of scenery, strikingly beautiful, and a wealth of splendid architectural magnificence. One is struck with the sense of completeness or finish of everything in England, and it appears that even the old forests are little changed since earliest times. Everywhere the tourist is in touch with the past and the future at the same time. There are unlimited railway facilities, making travel all over the island a simple matter.

The districts suggested in the following, which include the finest scenery, the places of greatest historic and literary interest, and the most characteristic architecture all could be combined in a consecutive tour of no great extent.

In the north is the famous Lake district

included in the countries of Westmoreland Cumberland, and the north of Lancashire. There are sixteen lakes—the largest ten and a half miles—which, despite their size, include some of the finest wild scenery of Europe. Windermere is of greatest size, while Ullswater and Derwentwater are of almost equal attraction. Grasmere was once the home of Wordsworth and almost every spot about here is reflected in his poetry. Coniston, Keswick, and Ambleside are of great interest also. There is ample opportunity for mountain climbing, the ascent of Helvellyn being perhaps the most noted.

Sherwood Forest and the Dukeries command considerable interest in the beautiful walks and drives, due to the fact that so many of the ancient seats of the peerage are found here. The circular drive is about twenty-five miles in extent, and the entire district may be visited in two days. It includes Newstead Abbey, the home of Byron, and Walbeck Abbey, with its great underground rooms. Sherwood Forest is the demesne of Robin Hood. In the vicinity is Lincoln Cathedral, begun in 1074. It is very well preserved, and is imposing on account of its splendid situation, size, and exquisite detail. This district

is in Nottingham and is either approached from the city of this name or from Chester by way of Sheffield and Mansfield.

Derbyshire Peak is approached from Manchester or Derby and includes the fascinating valleys of the Dove and the Derwent. The country is both rocky and wooded, and especially Dovedale is worth seeing, with its narrow valley, hemmed in by limestone cliffs and fantastic rocks and surrounded by woods. The famous old baronial mansion, Haddon Hall, is here.

The Shakespeare country is in the central west of England and shows many fine examples of the characteristic English thatched cottage, and is beautiful in pastoral scenery of English countryside along field and river. Warwick, a town of great antiquity, makes a good base from which to take walks and drives or excursions on the picturesque Avon. The town itself is full of interest in its half-timbered buildings, but especially so in Warwick Castle, which dates from Saxon times, and is a fine example of feudal architecture. Kenilworth and old Guy's Cliff are within walking distance to the north, as is also Stratford to the south. Lady Godiva's Coventry is worth visiting and the road from this town

to Stratford is esteemed the most beautiful walk in England. Stratford, besides its Shakespearean interest, is beautiful in its environs.

Yet there are folk who assert that Stratford as a professional tourist center is appreciably less British than Leamington Spa which lies less than two miles distant from Warwick and which possesses hotels considerably better than those of its neighboring towns. Leamington has a great diversity of attraction. For more than a century it has been one of the most fashionable inland places in all England.

The direct route between London and Liverpool—over which the through steamer trains operate—misses all of this fascinating Shakespeare country by but a very few miles. Yet it is easily possible to go between these two cities by the slightly longer route of the Great Western Railway and so stop not only at Warwick or at Leamington but also at Oxford and at Chester on the way. This last named city is but thirteen miles distant from Liverpool and if nothing better can be arranged is well worth a short side-trip from the great seaport by the Mersey. Not only has it a cathedral that should be seen, but its real lions are the old Roman wall which runs completely about

the town and the peculiar old half-timbered houses—the Rows—which project with their carved and gabled fronts far over the streets and which contain peculiarly curious enclosed sidewalks set high above the street-levels.

Oxford needs no particular introduction. It divides with Cambridge the honor of being the most fascinating educational center in England—interesting not only in the group of colleges that it houses, together forming a world-famous university, but in the charm and setting of the town itself. Oxford is easily included in this slightly runabout run between London and Liverpool.

If the traveler can spare but a single extra day he will find it well worth his while to divert his steps west from Didcot Junction, where the Oxford, Chester and Liverpool branch of the Great Western turns abruptly to the north, to Bath—in the opinion of many experienced travelers the very loveliest of all British towns. Situated upon the Somerset River Avon it has not only every charm of exquisite location that one may possibly imagine and a rare architectural beauty, in its rows and crescents and terraces of stately grey-stone houses rising high above the river, but a vast historical importance. For more than

twenty centuries it has been a spa, possessing not alone waters of high curative values but a definite social status. It was fashionable in the days of the Georges and of the great Beau Nash and you can see for yourself the carefully preserved and restored ruins of the baths that the Romans first established there. Bath Abbey is one of the loveliest churches in all England, while thirty miles to the south is Wells with a notable cathedral.

You can stop in the historic Grand Pump Room Hotel in Bath and see all these things, to say nothing of nearby Bristol, which is a city of much interest but with no good hotel at all. Beyond Bristol, or to be more specific, beyond Gloucester, just to the north, is the far-famed valley of the Wye. In it are such romantic ruins as Tintern Abbey and Raglan Castle, while from one point—Wyndcliff—is to be observed one of the finest views of river scenery in all Europe, compared by many to the German river views. The Wye district is, moreover, a good entry point for South Wales.

From Bath and Bristol is the Devonshire and Cornish country, ofttimes called the English Riviera because of the softness and the sunshine of its climate. This district in-

cludes the peculiar English moors and the wonderful coast district of the southwest peninsula. Cornwall abounds in walks about the rocky coast. It has a particularly mild climate that seldom goes below 50 degrees, even in winter, and sub-tropical vegetation flourishes. At Tintagel the great promontories rise to 200 feet. Land's End, Penzance, and The Lizard are rich in walks along serpentine cliffs, smugglers' caves, and quaint fishing villages. Clovelly, in especial, is picturesquely beautiful in its whitewashed cottages with their green doors. This is the country of Kingsley, while just north is the famous Doone Valley. Dartmoor, to the east, is a district, twenty-five miles by twelve, of peaty moss hills and valleys out of which spring great granite blocks, tors and menhirs. There are many evidences of the ancient Britons in this section. The noted resorts of Torquay and Teignmouth are on its outskirts, while between these and Bristol is the old cathedral city of Exeter. In fact a very good alternate route from Devonshire back up to London is to alight from the Great Western at Exeter and there take the London & Southwestern Railway back to the metropolis, stopping on the way at Salisbury and there seeing the

great Cathedral and Druid stones just outside that city.

Surrey and the Downs with the watering place of Brighton are south of London. The Downs are wild and solitary heath, hilly, and concealing several very quaint villages. Dorking and Guildford are but twenty-three and a half miles from London, and within walking distance of each other. The Canterbury Pilgrim's Way led past these towns, and travelers may be pleased to follow it to the Cathedral and town of that name. The lover of Dickens will wish to stop upon his way to Canterbury, or upon the way out, at ancient Rochester and revel in the memories that it will bring back to him.

No English tour is complete without a visit to several of the Cathedral towns. The most attractive are Canterbury, Lincoln, Gloucester, Durham, York, Peterborough, Norwich, Ely, Wells, Winchester and Salisbury. Some of these have already been mentioned; none of them is particularly difficult of access.

And finally—London. It is very difficult indeed to give even a bare outline of what should be seen in the world's greatest city within a few brief paragraphs. It can be said once again, that the first step should be

the purchase of a good map of London; the second a careful study of it. It is not difficult to get around London—if one knows the ropes. Not only are taxicab rates low, but omnibus ones are still lower; and the omnibuses possess delectable upper decks. A lovely game to play—whether you are a stranger to the town or not—is to go to Trafalgar Square or Piccadilly Circus and choose your motor-bus blindly—Cricklewood or Elephant and Castle or Hackney Wick—mount to its upper deck and then ride to the end of the run; and back again. A few of these games—and constant intermediate consultations with your map—and you will begin to know London Town pretty well indeed.

Of course if you are in a hurry, neither taxicab nor motor-bus may avail you very much—so congested do London's streets at times become. Then the remarkably efficient underground railway system of the metropolis you will call blessed. It differs from those in New York and Boston, however, in the fact that there are no flat fares; you buy your ticket to the station to which you wish to go, show it to the guard as you go to the boarding-platform and finally give it to the one at your destination station. This is all very easy

however. There are many underground routes, but good maps of the entire system are in all the stations and most of the cars. You cannot easily go astray.

If you are stopping in the recognized hotel district of London—the so-called West End—you probably will wish to start your day's peregrinations at Westminster Abbey—the most notable single monument in all England. The King's house, Buckingham Palace, is not far distant and the Houses of Parliament stand almost cheek-by-jowl with the ancient Abbey, but there is not much likelihood that you will have the chance to see either of these.

From Westminster Abbey it is but twelve or fifteen minutes in the Underground to London Bridge, which you certainly *must* see before you return to America. From London Bridge to the Tower of London is a short quarter of a mile, while in that same general district—locally known as the City—is not only the Bank of England (rarely shown these days) but the great St. Paul's Cathedral which Sir Christopher Wren built more than two centuries ago.

If you go to the City by the Underground it is more than likely that you will wish to return by the 'bus. Then your route from

St. Paul's back toward the West End will probably take you down Ludgate Hill and the whole length of Fleet Street, where you can not only see the offices of newspapers from all over the world and the Temple—the center of London's legal fraternity—but the Cheshire Cheese where Dr. Johnson and later Charles Dickens once ate and where you may eat to-day as once they ate—lark and pigeon pie and toasted cheese.

At Temple Bar, in these prosaic years marked only by a monument, you leave Fleet Street and the legal City of London and enter the Strand and the City of Westminster; for great London these days is nothing more or less than a vast and closely knit collection of cities and towns, large and small. In the Strand are Somerset House and the Law Courts, where the legal business of most of London is transacted, and not far from it are the historic Drury Lane and Covent Garden Theaters and the Bow Street Police Court. But the things that you are most apt to notice are the ancient churches that stand squarely in the middle of the Strand and evenly divide its vast traffic. They are typical of many others that you will find, here and there and everywhere through London.

Eventually there come Charing Cross and Trafalgar Square with the National (Art) Gallery, the lofty Nelson Monument and the hotels, the theaters and the beginnings of Haymarket, Regent Street, Piccadilly and the smart retail shops. Now you are back close to where you began. You have seen metropolitan London. With this as a beginning you can prolong the details of your study of it—to almost any length. But when you leave you are apt to say, with Pope:

"Dear, damn'd, distracting town, farewell."

Yet before you leave you will want to shop; to buy tobacco or canes or suitings or leather-goods or the thousand and one things in which British workmanship is generally so very facile and so thorough. And you will probably wish to go to the theater. Going to the theater in London is a very serious business, but generally a very delightful one. Ordinarily you can get good seats at the box-office (there called the booking office) or you can buy them through agencies in the hotels at a slight advance over the regular prices—very much as in our larger American cities. There is no speculation in seats. The British laws are very strict upon that point. They

are not quite so strict upon fire regulation, apparently.

The average London theater is, to an American, a funny-looking sort of place. The managers there have stuck rather doggedly to the old traditions, with the result that the pit —generally the cheapest part of the house— is still at the rear of the main floor, just underneath the balcony. That forces the patrons of the orchestra stalls to reach them by a variety of strange and circuitous routes, upstairs and down. Many London theaters are built below the level of the street, which only adds to the number and variety of the stairs. The houses look like firetraps, yet in the entire history of London there have been practically no fires whatsoever.

The prices are about the same as at houses of the same class in New York or Chicago. If you sit in the orchestra you probably will wish to wear evening clothes—a dinner-coat at least. It is not obligatory, as in the formal dining-rooms of the Savoy, the Claridge, the Ritz or the Carlton, but it is generally done and you are apt to feel uncomfortable if you do not do it yourself.

Before you have seemingly exhausted the London that would fill your allotment of time

to it, you would do well to give a day or two to its immediate suburbs. If you have but a single day take a morning train from Waterloo Station to Hampton Court. The little trains are electric and they run every ten or fifteen minutes; if you miss one you will not have to wait very long for another. When you alight from the little train you will be precisely where you wish to be. You cross the Thames—right here in one of its loveliest stretches—and see to your heart's content the charming red-brick palace which Cardinal Wolsey built in 1515 and in an impulsive moment presented to his friend Henry VIII. It is one of the finest examples of the so-called Tudor architecture in existence.

If you get a sufficiently early start you will not only have time enough, after you have done the palace, to stroll through its exquisite gardens but also to dip into the great 1,000-acre Bushy park just across the way. After that you will be quite ready for lunch at the Mitre Hotel close beside the bridge over which you entered Hampton Court. (If you are wise you will have engaged your table when first you passed the place. If you still are wise you will refrain from commenting upon the fact that no prices are printed upon its

bills-of-fare. It just is not done at the Mitre.)

After lunch take a stroll down the river-bank or, better still, a ride in one of the small steamers that are constantly passing up and down the Thames to Richmond, which has a variety of lions of its own. En route to it you will pass many typical English homes of the better class; from the steamer-deck you will have ever and ever so slight a glance at the intimacy of their life, which is far better than even you could hope to do from the high-road. Below Richmond the steamer trip becomes rather boring and uninteresting. It is better there to board an omnibus and ride upon it into London, stopping if you wish, en route at Kew, to see its wonderful gardens. But whether you do this or not you are quite certain to vote the entire program a very large one indeed.

London is England's greatest center of interest in countless ways, but one point that is never for one moment to be forgotten is that, notwithstanding its great size, there are many country excursions that may be taken from it, most requiring less than an hour.

Epping Forest with its historic Elizabeth's hunting lodge, is but fifteen miles away; Hampton Court, fifteen; Waltham Abbey,

twelve and three-quarters; Harrow, with the famous school and its scenic attractions, eleven and a half; Chigwell, with Dickens' old inn, twelve and a half; Epsom, with its inn of the Seventeenth Century, fourteen miles; St. Albans, a very ancient abbey town, twenty; Stoke Poges Church, twenty-one; Windsor Castle, twenty-one; Jordan's, the burial place of Penn, twenty-two; Chalfont St. Giles, the home of Milton, twenty-three miles. All these places are reached by swift trains and contain that very beautiful village scenery which is characteristic of England, and for which she is famous the world over.

*Ireland*

Under ordinary circumstances and in ordinary years Ireland offers the traveler much that cannot be seen in any other section of Europe. There is the rolling landscape of lush green vegetation, charming lakes with mellow old ruins, picturesque, white-washed, thatch-roofed cottages, the ubiquitous jaunting car, and a peasantry that for wit and good nature (also under ordinary circumstances and in ordinary years) is not equaled anywhere in the world. Contrary to general impression there are scattered throughout

Ireland charming old ruins of castles, abbeys, round towers and Celtic crosses that will well repay a visit.

By far the most interesting part of Ireland is the south where lie Cork, Blarney Castle and the Killarney Lakes. The Lakes of Killarney, three in number, are large, with wooded shores and a number of splendid ruins of castles and abbeys dating back six centuries. The passenger from America can disembark at Queenstown, from which Cork is only a half hour by rail and Blarney is but five miles out of Cork. The Killarney Lakes lie sixty-nine miles from here and are reached in three and a half hours by train. Leaving your steamer early in the morning, it is possible to visit Cork, go out and kiss the Blarney Stone and see the sun set over Killarney all in the same day.

Dublin is 186 miles from Killarney and Belfast is 112 miles north of Dublin. From here the Giant's Causeway, which is in the extreme north of the island, may be comfortably seen by an all-day excursion. It is then only a few hours' trip across the channel to either Scotland or England.

All of Ireland worth seeing can be done in six or seven days, the south alone in three or four days.

*Scotland*

There are few lands that have become backgrounds of literature to the extent that Scotland has. Burns, Wordsworth, and Scott have written much of its beauties and this fact, besides its intrinsic attractions, makes it of prime interest to the traveler. Touring is greatly facilitated by the conveniences of circular tour privileges, which combine coach routes with railway and steamboat transportation. The best season is in June, July, and August.

Going north from Carlisle, one enters the Burns country by way of Dumfries. Ayrshire is delightful as an agricultural district, cut by beautiful streams, and rich in the scenes of Burns' life. Farther north are the Scottish lakes, Loch Lomond and Loch Katrine, and the far famed Trossachs. The Trossachs are the richly wooded country at the eastern end of Loch Katrine. This romantic section is perhaps the most beautiful in Scotland. The lakes are surrounded in places by steep cliffs, in places by thick forest, and are dotted by picturesque islands, while all about rise high mountains, of which the majestic Ben Lomond is the best known. In Loch Katrine

is the Ellen's Isle of Scott's "Lady of the Lake."

By way of the interesting town, Callander, one may visit Stirling and the historic Stirling Castle, and go south to Edinburgh. This city is considered one of the most beautiful of Europe in that its fine architecture is so well combined with the advantages of a naturally beautiful situation high above the surrounding country. There is the old town —with John Knox's house and ancient St. Giles Cathedral still standing in the High Street—to be visited, and the castle perched on a bold rock and once the ancient seat of the Scottish kings. Holyrood Castle contains many relics of history. Edinburgh is the starting point for the Selkirk Mountains and the land of Scott. There is much to see here of which may be mentioned Hawick and Jedburgh Abbey. Melrose is especially worth while with its beautiful ruined abbey and Abbotsford, Scott's home, nearby.

For the rest there is too much to mention of the various boat trips along the coast through the peculiar firths. It is worth while, however, to speak of the journey to the Skye. This is generally made by rail from Glasgow to Oban on the west coast. Three and a half

miles from Oban is Dunstaffnage Castle, whence came the famous Stone of Scone. Trips by boat start for various islands, among them Staffa, with its strange caves of great interest, the most famous of which is Fingal's Cave, that penetrates the island for 200 feet. The Oban-Skye trip takes from two to three days. The island is remarkable for its wild grandeur of scenery and savage solitudes. Portree and Storr Rock, especially Quisang, here should be visited, as there is here probably the most striking rock scenery in Great Britain, a combination of moorland cliff and fantastic pinnacles that is picturesque in the extreme.

The Caledonian Canal cuts across Scotland, running southwest from Inverness to the west coast. It makes a delightful trip by boat, affording diversified scenery of mountain and plain. North of this canal is the Highland district with its wild solitude.

As regards the language and people of Scotland, there is but little difference to be noted between the appearance of the peasant class and that of England, except that in the Highlands one may see the kilted men with more or less frequency. English is spoken everywhere, and in but few cases will the

traveler come across those speaking only Gaelic.

*Wales*

Wales is the most mountainous part of Great Britain, and though the experienced mountain climber will encounter no peaks to climb for altitude records, he will find a grandeur of scenery that will stir the most phlegmatic. Tourists might spend from three to six weeks to advantage here, but those pressed for time may obtain a good idea of the district in a week and have an opportunity to visit the finest spots.

In the north of Wales is found the most picturesque scenery diversified in mountain, valley, and coast. The chief gates to this section are Chester and Shrewsbury.

From Chester one is within easy reach of Conway where is situated the famous castle of that name, justly considered one of the finest in England. Water reaches two sides of the great rock on which it stands; the rest is within the walls of the town of which it forms a part. Nearby at Carnarvon is another even more extensive castle with a walled town. The vicinity of the coast here is full of appeal with its great rugged cliffs and indented shore.

Four of the chief places of interest are Llandudno, a historic and marvelously attractive watering place, Great Orme's Head, Bangor and Penrhyn Castle, and the famous isle of Anglesey with Beaumoris Castle.

Inland a short distance is the mountain district of Snowdon. From the little village of Beth Gellert—an ideal spot in its picturesque mountain surrounded houses—the most desirable places are within easy reach. There is Llanberis, often spoken of as the Chamonix of Wales, with the wild Llanberis Pass, where there is instant change from dense forest to crags of richly colored rocks, and again glens thick with moss and trailing vines. Snowdon (3,560 feet), the highest mountain in England or Wales, is reached from here, and from its summit one may have a wonderful and extended view over the country to the sea. South and east lies Llangollen where one may visit Valle Crucis Abbey, a romantic ruin of the Fourteenth Century. In this section other places that may be visited are Port Madoc and Harlech, Bettwys-y-Coed, Blaenan Ffestiniog, and Dolgelly, with its beautiful mountain, Cader Idris.

The great charm of this part of Wales is the ever varying character of the landscape, from

quaint village to wild woodland, and from bare crag to forest tarn, with occasional glimpses of rough and ragged coast. There is a great opportunity for the traveler who wishes walking tours, and it is very easy to make arrangements for drives in any sort of equipage from a buggy to a brake.

South Wales is reached from Gloucester by way of Cardiff and Swansea, and is valued as the haunt of the pedestrian traveler. The seacoast bears the chief interest of this section and contains strange remains of the druidic civilization. Among the stretches of wild moor and shattered cliff stands the cromlech. The main places of interest are the Gower Peninsula, Tenby and Manorbier Castle, Pembroke Castle and St. David's, with its cathedral, and Monkton Priory.

## CZECHO-SLOVAKIA

The Czecho-Slovak Republic—covering an area about equal to that of the state of Illinois—is a modern revival of the ancient Kingdom of Bohemia, and now comprises the old Austrian territories of Bohemia, Moravia, Silesia, Carpathian Ruthenia, and the Slovak portion of former Hungary. The chief city

of this new republic is Prague, the old Bohemian capital and now the seat of the Czecho-Slovakian government. It has become the capital of a young country, but the city itself has a long and tumultuous history. Here in Prague, that picturesquely straddles the Moldau River, John Huss preached the message of the Reformation until he was burned at the stake, and the Protestant army was annihilated by the forces of the Roman Catholic league. Here began the devastating Thirty Years' War, and here the last scene of that bloody conflict was played out. Swedes and Prussians have stormed at the fortifications of the Charles Bridge, on one tower of which the heads of Protestant nobles were exposed for ten years. And Prague was the scene of the bloodless revolution that called the Czecho-slovak Republic into being. History clusters thick about the old central square of the city that was known as the Great Ring. Vestiges still remain of the ancient Jewish quarter, once one of the most crowded Ghettos in Europe. From the modern streets open crooked narrow lanes that carry the visitor back a generation with every step. And dominating this river city, where the East continually nudges the Europe of the West, stands

the vast medieval palace of Bohemia's warrior kings now the offices of a government much concerned with commercial treaties and American business efficiency. This same palace was for a time the residence of Rudolph, the Austrian Crown Prince of tragic memory. Adjoining it on the Hradschin (Hradcany Hill) lies the celebrated cathedral of St. Vitus. Here the kings were crowned, among them Frederick, Elector of the Palatinate, and his wife, Elizabeth of England, from whom derives the British House of Windsor. The cathedral contains a mausoleum of the Bohemian sovereigns and the tombs of several saints, including its patron St. Vitus, as well as the royal insignia and many rare paintings and mosaics. On the same eminence and in the district of Malá strana are found numerous palaces of which the most interesting are the Waldstein and Schwarzenberg, the two palaces of the Counts Thun and that of Prince Lobkowitz. It is also advisable to visit the great Strahov monastery at the end of the Malá strana. It houses perhaps the most valuable library in Prague and the tomb of the famous General Pappenheim. Its terraces command the best view of the city, the Vltava plain and the Giant Mountains. Have pointed

out to you the ancient towers called Mikulka and Daliborka, the white tower and the black tower, remains of fortifications built by the thirteenth century king, Ottakar II. What must be seen without fail is the venerable Tyn Church, notable for its fine tomb of the great Danish astronomer, Tycho Brahe.

Prague is a twelve hours' train journey from Munich and an overnight ride from Vienna. But Prague is not all of Czecho-Slovakia, and if approached from the direction of the Danube after the interesting boat trip from Budapest, Pressburg should not be neglected. This city, the former capital, has an eleventh century cathedral where the Hungarian kings were crowned, and a beautiful Franciscan church of the thirteenth century. From Pressburg there are charming excursions to be made to the castles of Deutsch-Altenburg, Hainburg and Theben; and to the island of Lobau, where Napoleon and 150,000 soldiers were encamped in 1809. If you can spare two days more, you really should tour "Saxon-Bohemian Switzerland," filled with oddly configurated peaks and fantastic gorges and fascinating old feudal castles. For those in search of health, there remains Carlsbad (Karlovy Vary), world famous for

its curative sulphur and saline springs; and Marienbad (Marianske Lázne), with alkaline-saline springs, iron waters (among the strongest in existence) and also *moor* or mud-baths. Both of these resorts are regaining much of their pre-war popularity. Then there is Franzensbad (Frantiskovy Lázne), with carbonated iron springs, and Teplitz (Teplice-Sanov), with warm alkaline springs. These places, too, will appeal to the cure-seeker and rest-seeker, if not necessarily to the traveler thirsting for something with a more historic flavor.

Czecho-Slovakia, outside of Prague, has until recently been more or less of an unknown country to the average tourist. But to-day, with her many and excellent thermal resorts, her beautiful mountain region, the High Tatras, her quaint towns and distinctive, colorful peasant life, Czecho-Slovakia is fast coming into her own as a country which Americans can appreciate from many angles. A comprehensive tour of Czecho-Slovakia should include the following: the Slovakian spas at Luhacovice and Pistyán; the mountain resorts of Strba and Poprad in the picturesque High Tatras, where the natives still wear their embroidered costumes; the

thriving city of Brünn (Brno), close to the Austerlitz of Napoleonic lore, and the far-famed caverns of Moravia; Budweis and Pilsen, not uncelebrated for their still flowing beer; and last, but not least, Sumava, the justly captivating Bohemian forest near the Bavarian frontier.

## DENMARK

The two outstanding features of travel interest in Denmark are the capital city of Copenhagen and Helsingor, thirty miles distant, the Elsinore of *Hamlet,* where the castle of the melancholy Dane is a goal for many visitors. Copenhagen well deserves its name, "The Paris of The North," for its people are gay and pleasure-loving, and their vivacity finds expression in the architecture, the shops, the customs and the amusements of their city. Well might this capital be called "The City of Beautiful Spires," for countless slender spires and towers reach upward from its many churches and public buildings, tracing a sharp and graceful silhouette against the northern sky. Pleasure promenades are a distinguished feature of the city; and the ancient ramparts which partially girdle the

central section of Copenhagen have been converted into an almost continuous chain of lovely parks. The people of this city live much in the open, a taste that is satisfied by the sidewalk cafés, similar to those of Paris, the numerous summer gardens with their band concerts, the waterside promenades, and a great amusement park. The most interesting buildings in Copenhagen include the Royal Palace and numerous museums (among them Thorwaldson's Museum—Thorwaldson was born in this city in 1770—which houses a great collection of this master's work) several medieval churches, the ancient Rosenborg Castle, and other historic and modern piles.

Copenhagen may be reached by an overnight journey on through trains from Berlin and Hamburg, or by boat from Harwich, England, to Esbjerg. For the average tourist Denmark is apt to begin and end with the capital city; but the more curious traveler will discover a number of other worth while places. In Jutland, to the west, there is little save the old town of Ribe, once the capital, and now the site of an ancient cathedral. Eastern Denmark is richer; there is Roskilde, at the head of Issebjord, about twenty miles

from Copenhagen, where the majority of the Danish kings are buried in the old cathedral; there is Charlottenlund, only a few miles north of the capital, a place of fine suburban residences, splendid sea bathing, and a large park that is gay on Sundays and holidays with music and dancing; there is Ermitage, nearby, a royal hunting pavilion, that commands a beautiful view of the forest, down and sea; and then there is, of course, the famous Helsingor, the site of Shakespeare's Elsinore. Here are the alleged grave and castle of Hamlet. Kromberg, the castle itself, is a massive, stately pile, with little that is attractive within but with a marvelous view to offer from its towers. The cemetery has all the charm of an old, untended garden.

June is perhaps the most beautiful month in Denmark, but the weather is delightful from May until October, and even the winters are not severe.

## FINLAND

Finland, adjoining Sweden in the north and separated from it in the west by the Gulf of Bothnia and, on its eastern boundary, bordering Russia, from which it is now independ-

ent, is the world's northernmost Republic. It is called the Land of a Thousand Lakes because the interior is one vast network of lakes and rivers which form hundreds of miles of interconnecting waterways. These lakes, said actually to number 40,000, are dotted with innumerable islands among which steamers, on regular schedules, ply their way, enabling the traveler to journey through the very heart of the country and enjoy scenery which is primitive in the truest sense. In extent Finland is one of the great states of Europe, with an area larger than the British Isles, more than half of it covered by forests. The southern coast is washed by an arm of the Baltic. Here are found most of the cities and population.

While in direct steamship communication with England and Germany, Finland is more quickly reached by way of Stockholm, from which the capital, Helsingfors, is somewhat less than twenty-four hours' sail. The principal cities are Helsingfors, Abo and Viborg, all southerly coastal towns, and Tammerfors, the chief manufacturing city, situated in the interior. These cities, while not pretentious, are for the most part modern and progressive. Helsingfors is up-to-date, with ample

streets, parks, fine buildings and government offices set beside a harbor that yields to few in size and splendor. Abo, the former capital, and an old university town ranking next to the capital in size, is the most picturesque city and boasts a cathedral of the thirteenth century and a castle of the same period, the most historic in Finland. Viborg, near the Russian border, and but eighty miles from Leningrad, is the fourth city of the Republic and a seaport of consequence. It is also of historic interest, containing a venerable castle and some old churches. Not far from it is Imatra, the mightiest cataract in Europe and one of the most impetuous waterfalls on the globe. Tammerfors, the "Pittsburgh of Finland" is the country's greatest industrial center and the cleanest manufacturing community in the world, its factories using wood-burning furnaces or electric power generated by the rapids which flow through the city. It is superbly situated on a commanding height between two forest-clad lakes. The streets are broad and open and resemble those in a suburban town.

The more adventurous traveler may care to visit the strange Russian monastery at Valamo, an island far out in Lake Ladoga,

which is the biggest lake in Europe and a boundary between Finland and Russia. To reach Valamo you journey by rail from Imatra to the little town of Sortavala, where, every other day, a large motor boat, operated by the monks, calls for passengers. An immense stone guest-house, offering rather elementary accommodations, it is true, takes care of pilgrims and other visitors. There is nothing on this island but the impressive group of monastic buildings and the farms of the fraternity; but, taken in connection with the Russian monks of the Orthodox Greek Church with their flowing hair, high boots, long black smocks and strange rimless stove-pipe hats, and their isolated island life, Valamo is a unique experience.

Returning to Sortavala, the journey is resumed by rail to Nyslott, nestling on the shores of one of the great inland lakes. From a tiny island frowns the grim Castle of Olofsborg, erected in the fifteenth century. Here you start north on a journey whose climax is the running of the Ulea rapids. After an afternoon and overnight sail from Nyslott to Kuopio through a forested wilderness dotted with tiny hamlets, the mid-day train brings you to Kajaana in time for dinner. Next

morning you go by steamer to Vaala and thence take the all-day trip down the rapidly flowing Ulea River in open boats of a type once used for transporting tar but now operated by the Finland Tourist Society. This is one of the most novel and thrilling river trips in all Europe. Navigated by expert steersmen, these boats run the turbulent rapids between tree-clad banks and wooded gorges, landing you in the evening at Uleaborg near the head of the Bothnian Gulf. From this point the train running south brings you overnight to Tammerfors, and within three or four hours of Abo. A few more hours by rail completes the circuit to Helsingfors.

Finland offers as perhaps no other land in Europe nature at its most primitive in juxtaposition with relics of the feudal age and the marvels of science. From Helsingfors, remember, there is an air service to both Stockholm and Constantinople.

## FRANCE

*The Best Ways to Get About*

When all is said and done, Paris is the single center from which one may contemplate any intelligent touring of France. From Paris almost all of the main rail routes radi-

ate, very much like the spokes of some giant wheel. From Paris termini the most important trains start. Getting cross-country in France without going into her chief city and out again is very apt to be a tedious and a disagreeable business. She is the center of her nation—in far more ways than one.

Paris, of course, is not a seaport. One may arrive at her as the very first point of entry in France only by aeroplane. Transatlantic passengers who come to France direct arrive either at Cherbourg or Le Havre—most often the former. From Cherbourg it is about 232 miles by rail to Paris—in parts a very beautiful ride; in other parts a rather tedious one. From Le Havre it is only about 150 miles, and all of it beautiful; the railway for the most part follows the valley of the Seine and even the fastest expresses halt at Rouen, which is one of the loveliest of French cities. To those Americans who still go to France by way of England, Calais, Boulogne, Dieppe or Le Havre are apt to be their entrance gateways; all of these are less than four hours by fast train from Paris.

*Paris*

As Paris, then, is the focal point of all France, let her have first consideration. As

in the case of London a few brief paragraphs give no opportunity whatsoever for any real consideration of the many, many charms of what undoubtedly is the chief tourist city of the world. Yet, as in the case of London, we shall begin by again advising first the purchase and study of a good map and then a fairly generous expenditure in taxicab and omnibus and underground railway fares—in a sort of reconnaissance of the great French capital.

Let us suppose that you find yourself ensconced in some one of the many excellent hotels that lie within a quarter of a mile of the Opera, the Place Vendome and the Place de la Concorde—these three nearby points, with their retail shops, their theaters, their restaurants and their hotels, forming the chief stamping ground of the average American traveler who comes to Paris. As in London, you may elect a desire to see the old town, even before you make a closer inspection of the new. If you are young and vigorous you may desire to walk the length of the Grand Boulevards, a giant bow stretching all the way from the Church of the Madeleine to the Place de la Bastille, nearly four miles. It is a full four miles if you start in from the

Place de la Concorde, but two blocks distant from the Madeleine and forming part of its vista. Upon the site of the Egyptian obelisk in the middle of that Place—commonly acknowledged the most beautiful square in all the world—stood the ugly *guillotine* where Marie Antoinette, and so many hundreds of her compatriots, guilty and innocent, came to their death. From the one side of it stretches the Champs Elysées, one of the most wonderful streets in all creation, straight up to the Arc de Triomphe, (three-quarters of a mile distant) built by Napoleon to celebrate his victories. At the back of the obelisk scurries the Seine to the sea, while at its other side are the famous Gardens of the Tuileries. Formerly there was a Tuileries Palace, but the Communists ended that, in 1871. It stretched between the two wide-spread arms of the Louvre—once a palace, too, but for more than a century past the most wonderful of all art galleries.

Napoleon also began the Madeleine, which originally was designed as a "Temple of Glory." It was not finished, however, until 1848, when it was opened as a Christian church. With its entire lack of windows—it is lighted solely by three small openings in

its roof and by artificial illumination—it has been called the "magnificent architectural failure of the centuries." Be that as it may, it is one of the most interesting churches, not only in Paris, but in all Europe.

Napoleon the Third built the Opera House, the next stellar attraction as you whisk yourself along the gay boulevard. It is in the flamboyant architectural style of the sixties, as a practical theater leaving much to be desired, but its great size and its rare situation at the very head of the broad avenue that bears its name makes it a building of great distinction. Its grand staircase is much overrated; yet its comfortable auditorium in red and gold has a deal of real charm.

The Avenue de l'Opéra bears away from the Grand Boulevards at the right and runs in a perfectly straight line to the Palace of the Louvre, of which we were speaking but a moment ago. There also breaks off to the right the Rue de la Paix, famed for its smart jeweler's and dressmaker's shops and having as its vista the exquisitely proportioned Place Vendome, from the center of which rises the Vendome Column—another monument to himself by Napoleon the Great, which was promptly pulled down by the Communists of

a half century ago and almost as promptly put up again.

So run the Grand Boulevards—an unending variety of life and gayety and fashion and a little sordidness—all the way to the Place of the Bastille, which needs no introduction to any one who knows even the fragments of history. From that Place one may take a bus, a taxi or an underground train to the Hotel de Ville, the next place of specific interest.

As in London, again the underground comes to your aid. Its half-hidden stations are here and there and everywhere. If you desire to postpone your first view of the Grand Boulevards until some time when you can give an entire day to them and so see them in some detail you can find your way to one of these stations—probably the one under the Place de la Concorde—and buy a ticket at the booth. The fare is the same, no matter how far you go or how much you transfer—about three cents, first class; two cents, second class. You will want to go first class, although the subway rush of New York has no parallel in Paris. Its cars are cleaner and less crowded.

The first-class carriage is always in the center of the train, plainly and distinctly

marked. Moreover, it not only contains upon the ceiling a map of the particular line over which it is running, not only notations of its connections with other underground and surface lines at various stations, as well as the street numbers nearest to those stations, but upon the doors even a complete station list, in sequence. If you will only use your eyes you can hardly go wrong upon a Paris subway train. And when you arrive at your destination—in this case the Hotel de Ville—you will have to get yourself off (there is no guard to call the station) and your ticket, which you showed to a guard at the entering station and which probably was punched by a train employe, can be thrown away in a little receptacle at the exit door.

The Hotel de Ville, itself, is not very old; in fact, in its present form it goes back only to 1871 when the Communists destroyed the old Town Hall upon the same site. But back of the Town Hall is the Church of St. Gervais, until 1918 practically unknown to sightseers, but upon Good Friday of that year consecrated by the innocent blood of many of its worshippers who were killed, as they knelt, by a single shell from the German Big Bertha. The damage has long since been repaired, but

the horrible stain of that memory can never be erased.

A short quarter of a mile from St. Gervais brings one to Notre Dame, most historic of all Paris churches, and one of the loveliest. For more than six hundred years its grinning gargoyles have looked down upon the drama of Paris—you can see them better if you wish to spend the effort and a few copper centimes to ascend the great towers to them.

Notre Dame stands upon an island of the Seine in the center of many sights. At the rear of its apse is the Morgue, formerly a mecca to certain tourists of the morbid sort, but no longer open to the general public. A block or so in front of the great church stands the Palace of Justice, which holds in its courtyard the Sainte Chapelle—an exquisite Gothic treasure-chest of a chapel, wrought in enduring stone—and the Prison of the Conciergerie, second only to the Tower of London in pathetic historical interest.

If you are tired by this time you can continue back to the hotel section of Paris along either bank of the Seine; if you are as indestructible as the average American tourist you now may bend your foot-steps across that stream to its so-called "left bank" (*rive*

*gauche*), much smaller than the right bank in both area and population, but containing far more of the interest and the charm of the old Paris within its precincts. It holds the famous Latin Quarter. In fact, it is through this very section—the center of the artistic and educational life of the city—that we are now going—straight up the Boulevard St. Michel; colloquially known always as the "Boul' Mich'." At the corner of the aristocratic Boulevard St. Germain we see a garden, within it the ruins of Roman baths more than 2,000 years old and surrounded by the Hotel de Cluny, one of the very finest of the smaller museums of Paris.

It is but two short squares further on to the exquisite Gardens of the Luxembourg at the rear of the ancient palace of the same name, these many years given over to housing the Senate of France. Here is a great center of interest. Not the palace, which is rarely opened to the public, but the gallery of modern art which adjoins it, the classic Odeon Theater, the lovely Fountain of the Medici and the nearby Sorbonne (University of Paris) and the Pantheon, within which France buries her most honored dead.

From the Luxembourg one can return to

the Place de la Concorde, by walking a few short blocks to the Boulevard St. Germain, past the War Office and the Chamber of Deputies—the home of the lower house of the French legislative assembly.

Here, then, in one circuit, is much of Paris, but by no means all of it. To see all of Paris that would interest even a casual tourist would be a matter of months and even years. It means excursions to Montmartre, to Père Lachaise, the most famous of all Parisian cemeteries, to Napoleon's tomb at the Invalides, to the great "lungs" of the town, the Bois de Boulogne and the Bois de Vincennes. It means fascinating hours in the shops and whole evenings in the theater or at the opera. And finally it means a multitude of little side trips to an almost endless succession of suburban resorts in the immediate vicinage of the city.

The most important of these, it is almost needless to say, is Versailles, scarce ten miles distant. One may go out by a chartered motor car or taxicab, if one pleases, but the road is dusty and rather uninteresting. It is far better to go to the Invalides station and there board one of the electric trains that run out every hour or less.

A full day is hardly enough for Versailles, which contains, in addition to the vast Chateau and its almost interminable park, the Trianons, large and small, and the Swiss village which was wrought as a plaything for the ill-fated Queen Marie Antoinette. There are plenty of facilities for getting around the town and the park, also for lunching or dining there, from the two elaborate hotels—one of them the Hotel des Reservoirs, housed the German delegation to the signing of the Versailles Treaty—down to those delectable places, the Cat Who Takes Snuff and the Dog Who Smokes.

If one can leave the charms of Versailles by mid-afternoon, however, the tram car will take him back to Sèvres, on the main road to Paris; a suburban village upon the bank of the Seine, famed chiefly for the government porcelain factory that it houses. A mile or two of delightful walk through the forest back of this factory will bring him to the great park of St. Cloud, second in its grandeur only to Versailles and Fontainebleau, and far exceeding either of these in the beauty of its location. From the highest spot of St. Cloud—the Lantern—one has a superb vista of the valley of the Seine with Paris,

Montmartre and the Eiffel Tower in the distance.

There is direct tram car service from St. Cloud back to Paris—supplemented in summer by the *hirondelles* or small steamers which ply up and down the Seine every ten minutes or thereabouts and form a most delightful way of seeing the watersides of the city and its environs. Or one can go on up the river three miles to Suresnes, where upon the hillside thousands of American boys sleep forever in the land to which they gave their lives. Directly across the Seine is the great Bois de Boulogne and a host of quick routes right back into the heart of Paris.

Another short trip full of variety and interest is out to St. Germain (15 miles) by way of Malmaison and Bougival. Here again a motor car may be used, but the tram from the Maillot gate of Paris (underground railway connection) is as good. Neuilly, which, is to Paris, as Brooklyn is to New York, is quickly traversed, the Seine crossed and after a few miles of steady running the tram car stops and the guard tells you that you are at Malmaison. The ill-fated residence that Napoleon gave Josephine—it then earned the name *bad-house* which some one gave it long

before—is furnished almost as it was when the imperial pair dwelt within it. It is not huge, as most palaces are, but is in truth a comparatively simple country house, in all the details of its furnishings and decorations reflecting the best taste of the brilliant days of the first empire.

St. Germain is another Chateau and hunting lodge with a great park attached. It derives its greatest interest because of this last feature; and it, in turn, has a vista of the Seine and the surrounding country even more magnificent than that at St. Cloud.

These trips outside of Paris could be multiplied in detail. The all-day journey to the forest and chateau of Fontainebleau is hardly second in interest or beauty even to Versailles. Chantilly forms the base for a delightful day's trip, with Senlis as a little side expedition. Compiègne is another, and so is Montmorency; and so in a somewhat more democratic fashion are the better known day jaunts to Sceaux, to Robinson—where one eats in the tops of the great trees—to Pontoise and to Joinville-le-Pont. These last, however, are hardly to be recommended for a Sunday or a fête day. They are far too popular with

the great masses of Parisians to be particularly comfortable at such times.

*The Chateau District*

To consider seeing the France that lies well outside of Paris and its vicinage one might very well contemplate taking a loop journey that would embrace—with a few side trips—the greater part of the country. Such a journey, with Paris as its almost inevitable starting point, whether taken by motor car or by railway train, probably would begin with the Chateau country in the valley of the Loire, the greatest of all French rivers.

To the traveler by train, Tours, 150 miles south of Paris and reached in four hours by the Paris-Orleans railway, forms a good first stopping point and base of operations. From it one may either hire a motor car for the single day or board a *char-a-banc*, which in the course of a good long day will see a number of the most important and historic of these country homes of the old France: Chenonceaux, built almost entirely upon a giant bridge over a fast-flowing stream, Amboise, Chaumont, Chambord—a gigantic, beautiful and desolate house built by Francis I—and Blois, in all probability the finest of

all. From Blois the road back to Tours lies alongside the Loire, and a most lovely ride it is every step of the way.

A second day of similar tripping out from Tours would include the well-preserved chateaux of Langeais and Azay-le-Rideau and the ruined one at Chinon, standing, however, in a perfectly exquisite location. It is possible that Saumur also could be reached. It is a charming, provincial, old-fashioned French town, also situated upon the Loire.

*Brittany*

Beyond the chateau district of Loire and reached both by good highways and by excellent high-speed railway service through the interesting cities of Angers and Nantes, lie the eternal fascinations of Brittany—Brittany with its medieval towns and they, in turn, with their old houses, their narrow streets, delightful time-scarred churches, not magnificent like those in the sister province of Normandy, but old and permeated with the atmosphere of ages past, arcaded streets, pretty turreted chateaux, an occasional castle of the Middle Ages frowning down on the now peaceful inhabitants, and peasants whose very dress seems to defy the progress which

is creeping so slowly into this rugged peninsula.

This peninsula of west-central France, washed by the English Channel and the Atlantic Ocean, a little larger than the state of Maryland, is a rugged country of stern, wild coast and rocky promontory, granite-seamed hills, wooded heights, rocky moorland, tree-studded fields and deep-cut valleys—a landscape ever changing and never monotonous.

Just as Normandy, which lies immediately to the north, is the home of magnificent ecclesiastical architecture, so Brittany has an individuality of its own expressed in these singular towns and simple peasants dressed in the costumes of their ancestors.

The costumes of the peasants are striking. The distinctive feature is the headdress worn by the women. The men wear shoes or *sabots* and are clad in either short jackets or loose blue smocks, flaring trousers and broad-brimmed hats with velvet streamers. On wedding and *pardon* or feast days both men and women array themselves in the most remarkably brilliant clothes of richly embroidered silk and velvet.

Here at least is a country where escape

may be had from the high cost of living. The hotels are not pretentious, but are neat and the food good. The cost per day of room and board should not be more than $2.50 or $3.00.

Although remote in civilization, Brittany is readily accessible. St. Malo is overnight by rail from Paris or by boat from Southampton, England. From here a tour of the fringe of interesting towns can begin and the circuit completed at Vitré, which is the most easterly city and is only five hours from Paris.

A circular tour of Brittany should include the following towns: Mont St. Michel, St. Malo, Dinan, Morlaix, Landerneau, Douarnenez, Quimper, Rosporden, Concarneau, Pont Aven, Quimperlé, Carnac, Quiberon, Vannes, Josselin and Vitré.

*The Midi Country*

The peculiarly fascinating south and southwest of France may be reached very easily by direct rail from Tours and Paris, or if you have decided to take in Brittany, by an excellent through train each day from Nantes to Bordeaux. This last will also give you the easy opportunity for a stop-over of a day at La Rochelle, one of the most interesting of the old French seaports. Equally interesting, al-

though not quite so easily reached, is the seaport and watering place of Les Sables de l'Onne, a few miles north of La Rochelle, the center of the Vendeé country which ranks next to Brittany in its adherence to quaint and ancient traditions.

If you follow this route to the Midi (there is another and even more direct one from Paris through to Toulouse) you will find its entrance at Bordeaux—one of the most important of French seaports and cities, situated upon the curving bank of the River Garonne, sixty miles in from the sea. This bank—in truth its broad levee—will remind you of the docks at those other French cities, Montreal and New Orleans. Only the wide Garonne at Bordeaux is spanned by one of the master masonry bridges of the world with its seventeen great brick arches and, all told, nearly 1,650 feet of length. There is much else of real interest in the old city.

From Bordeaux you may take the Midi railway for Toulouse and go into the heart of the country for which that railway is named; or, if you are wise, you may still further extend your journey by venturing almost to the extreme southwestern corner of France: to Bayonne and to Biarritz. Now you are close

indeed to Spain; one of the favorite one-day motoring expeditions from great and fashionable Biarritz is to the equally great and fascinating San Sebastian, situated upon Spanish soil, on the edge of the Bay of Biscay and some fourteen miles in from the international border.

But whether you go by way of Bayonne or Toulouse, or even the little known gateway of Dax, you can hardly afford to miss Pau. Not only is it an extremely fashionable and an extremely beautiful resort city, but it is also a center for many side trips up into the foothills of the high Pyrenees—the wall that Nature builded to separate France and Spain—as well as the inevitable pilgrimage to the most dramatic shrine and cure of Lourdes.

Toulouse, itself, is a charming French provincial capital. But by tourists it is chiefly used as a base point from which to strike into Pau or Lourdes or over to Carcassonne—this last by all odds, the most medieval city in all France, and almost fit to be ranked alongside the Spanish Toledo. The old Carcassonne stands upon a high hilltop and is completely walled in, houses, shops, cathedral and the citadel, by a double

line of tremendous masonry barriers, turreted and castellated and pierced by gates at but two places. One does not have to be gifted with vast imagination to people Carcassonne once again with all the panoply and pride of the days of Charlemagne.

There is a newer Carcassonne—a mere five centuries old—on the flats, close by the railway station and containing most of the houses, the shops and the hotels. But the new exists chiefly for the old.

After Carcassonne come Narbonne and Montpellier, dry and dusty towns not far from the edge of the Mediterranean, for by this time we have not only come almost to the extreme south of France, but we are trekking eastward all the while. And after Montpelier comes Nîmes, another high spot for the traveler who has any real desire to see France thoroughly.

If you happen to be traveling through this district in winter you may want to enjoy the winter sports afforded by the high Pyrenees. There are magnificent hotels and every facility for skiing, bob sledding and skating at Cauterets, Superbagneres and Font Romeu. Incidentally these are summering places as well.

*The Rhone Valley*

It is known sometimes as the Italy of France, this valley of the Rhone. Certainly it is not the France of the North, alert, industrious, modern. It has the soft and languorous fragrance of the South. It is full of romance, of beautiful and ancient buildings. If you approach it by the direct line of the P. L. M. railway from Paris, instead of the somewhat circuitous route through which we have just been leading you, you will leave industry behind, with a fine flourish, at busy Lyons, where you see the Rhone for the first time. Lyons is an industrial city almost wholly and, therefore, hardly to be recommended to the casual tourist. From it, however, one makes many side trips; to Geneva in nearby Switzerland, to Aix-les-Bains and Chambéry and Grenoble—all at the base of the exquisite French Alps.

Too few people are acquainted with the colorful cities of the Rhone Valley which cluster along its rushing, turbulent stream in the ancient land of the troubadours. There are great contrasts in these cities which bask complacently in the warm Provençal sun content with their marvelous ruins of buildings erected when Gaul was a flourishing Roman

province, and when, during the Middle Ages, it was the vortex of ecclesiastical and political strife.

Lyons is practically at the head of navigation of the Rhone. It is the third city of France, a great commercial center, beautifully situated with modern buildings, parks and boulevards. From Lyons to the sea is about two hundred miles and in that distance there is a succession of towns containing Roman buildings that rival those in Italy, castles and churches of the Middle Ages more thoroughly steeped in romance than any in France. This country was the land of the troubadours, those wandering poets of the twelfth and thirteenth centuries who sang their lyrics in the halls and the courts of love of many an old castle whose remains are standing to-day. Their tradition was revived during the last century by a group of native poets, headed by Frederic Mistral (Nobel Prize for Literature, 1904), all singers in the mellow Romance tongue known as *langue d'oc.* It was along this river of romance that the Romans established some of their most splendid cities, and centuries later many of France's gallant feudal lords built their castles on its banks. Most of the cities founded here by the Romans

were lavishly adorned by magnificent public buildings and were characterized by great public works.

At Orange, 125 miles south of Lyons, at one time the chief town of a principality which gave to its overlord, William III of England, the name William of Orange, there stands a triumphal arch erected to commemorate the victories of an earlier conqueror, one of the first Caesars, probably Tiberius. It is in such excellent condition as to rival the arch of Constantine in Rome and is the finest monument of the kind in France. Here, too, is a very remarkable Roman theater which could seat about 7,000 spectators. Owing to its excellent state of preservation, it has been partially restored as a National Theater, in which performances have been given by the Comédie Française during the month of August.

Avignon, south of Orange, is one of the most fascinating of these towns. Here the Popes resided from 1309 to 1377, a period known as "The Babylonian Captivity," and here on the slopes of a gigantic rock above the river stands their fortress-palace, which is one of the most stupendous and impressive buildings of its kind in all Europe. The ancient ramparts,

built to protect this stronghold, still encircle the city. Below the palace across the river are the picturesque remains of the old arcaded bridge on top of which perches a little chapel.

Arles, south of Avignon, and Nîmes, not far to the west of it, contain some of the finest Roman buildings that exist today. Both of thsee cities have marvelous amphitheaters somewhat smaller than the great Coliseum but in a better state of preservation. Nîmes boasts of more buildings of antiquity than any other town in France. For delicacy of line and detail, its square-faced little temple, the Maison Carrée, is as rare as anything to be seen in Italy or Greece. Arles, at its zenith, was so embellished with splendid buildings that it was known as "The Gallic Rome." The beauty of its belles is still more than proverbial.

Then there are Vienne, with its superb Temple of Augustus; Tarascon, immortalized by Daudet's droll Tartarin and its regal Gothic castle; the marvelous Pont du Gard, that immense aqueduct built under Agrippa nineteen years before the Christian era; Aigues-Mortes, with its mighty turreted walls begun by Philip the Bold, successor to St. Louis, King of France; Les Baux, a dead city with castles

hewn out of solid rock; and a score of other places of unusual interest.

*The Riviera*

After the valley of the Rhone comes Marseilles, in all probability the oldest city of Western Europe, going back at least six hundred years before Christ. And after Marseilles—a city of no small interest to the traveler—are to be encountered the glories of the Riviera.

That narrow verdant strip of country along the south coast of France, sheltered from the cold by the high slopes of the Maritime Alps, blessed with perennial sunshine and blue water, is to-day the recognized playground of all Europe. Set with a string of winter resorts that range all the way from the little Italian fishing village of Portofino to expensive and exclusive Cannes and Monte Carlo, the Riviera is crowded in winter and spring with a cosmopolitan throng of pleasure-seekers.

All this country of Savoy was Italian territory a few decades ago and the Italians have left their mark on the colorful little towns clustered so thickly along the shore. Nice, the natural center of the region, is a city of

some 100,000 people, and, despite the influx of foreign visitors, a true French town. But in winter one hears almost as much English as French on the wide and beautifully-kept streets; the hundred hotels of Nice are full, and the villas scattered over the flowery hills behind the city are overflowing with gay, light-hearted people, all bent on stealing a few weeks of that perennial spring which, at Nice, passes for winter.

From Nice one can visit Cannes, where international tennis and golf tournaments are held throughout the winter, and where most of the very fashionable people congregate; Grasse, center of the perfume industry, where flowers are grown by the tens of acres, and perfume produced by the gallon; the Gorges du Loup with their splendid scenery; and lastly, by way of that incomparable mountain road, the Grande Corniche, which winds its dizzy way over the hills, to Monte Carlo. Monte Carlo is, of course, known chiefly for its gaming rooms, but it is in addition one of the most beautiful spots on the whole *Côte d'Azur*. For the person who wishes to spend some time in a more quiet and less elegant atmosphere, there are the delightful little towns of Beaulieu, Villefranche, Mentone, Antibes,

and, over near Marseilles, Hyères. But on the Riviera all roads lead to Nice, especially in February, at carnival time, for the Nice Carnival is known throughout the world.

*Normandy*

Reference has already been made to the lovely sections of France that are traversed when one comes from the steamer landings at Cherbourg or at Le Havre. These are Normandy. But they are not all of Normandy. Even the stop at fascinating Rouen (or at Caen and Bayeux on the Cherbourg line) will not give you all of Normandy. Nothing like it. Normandy means gentle valleys and the coast of the sea—in this instance the rugged coast of the south shore of the English Channel. It means apple trees in blossom in the spring-time and moldering old ports, like Dieppe and Honfleur and Dinan and St. Malo. It means also at its Brittany edge the highly dramatic rock of Mont St. Michel, rising above the sea at high tide and above the treacherous quick sands at low. It means, if you are a real tourist, little side excursions from St. Malo to the Norman islands of Guernsey and Jersey, geographically a part of France, but politically, for many years, of Great Britain.

Normandy contains no grand and imposing scenery and but few types; but its castles, cathedrals and abbeys are the finest in France. It seems to be the birthplace of ecclesiastical architecture, and in no section of Europe may the history of this architecture be studied to better advantage. Hotels are generally good and living is comparatively cheap.

Not to be seen in a moment is Normandy. And, if it is humanly possible, not for a moment to be avoided.

*The Battle-fields*

In other years the northeast corner of France possessed possibly the least interest for the hurried traveler who visited her. True it was that there was a fine cathedral at Amiens and an even finer one at Rheims—but the country itself lacked the fascinating interest that one found elsewhere within the republic.

That has now been changed. Four years of incessant warfare—warfare such as surpassed the world's imagination—have made the provinces to the north and east of Paris of greatest possible interest. Flanders and Picardy and Champagne and the Vosges have been bathed in blood.

In the preceding chapter we called attention to the ease and the facility with which the most interesting points in this territory could be reached by motor cars and motor omnibuses and *char-a-bancs* starting out from Paris in personally conducted trips, lasting all the way from one day to seven. Here and now we are going to stand again on the advice that was there given. The tourist to the battle-fields had best consult the schedules for these journeys. He will find them almost anywhere in Paris.

And yet for the hurried traveler the railway has its possibilities even here. He can make time perhaps by taking the trains to Lille, or Cambrai, or St. Quentin, or Laon, or Rheims or Chateau-Thierry or Bar-le-Duc and there engaging motor vehicles or even going afoot to the points of chief interest to him. As we have already said, he need have no fear for the lack of sufficient hotel accommodations. The shrewd French long since anticipated that necessity. Only it is rather wise at the height of the season to engage one's accommodations in advance. That is ordinary forethought.

## GERMANY

To the traveler, Germany offers much fine natural scenery, medieval towns, modern cities, and places of historic interest. The means of communication are excellent, for the country has a network of railways with frequent and fast train service. Travel by rail is supplemented by the most perfectly developed air lines to be found in Europe. In all, there are upwards of seventy aeroplane routes giving frequent communication between the important centers. Due to the fact that the passenger rates are moderate, being only slightly in excess of the first class fares by rail, the service is very much in use. On the lakes and rivers there is steamboat service of the first class. There are excellent hotels everywhere so that travel in Germany is attended by few discomforts.

A complete tour of Germany should include a trip along the historic Rhine, and a visit to its principal cities; the mountain districts of the Black Forest; Lake Constance and the colorful cities on its shores; Bavaria, its Alps and picture towns; the historic towns of central Germany; Berlin and its environs; and the old Hanseatic cities of the north.

*The Rhine and Its Cities*

The Rhine is, without doubt, the most distinctive and storied feature of Germany, traversing the nation from its southermost boundary on the Swiss frontier to its northern border at Holland. It has a total length of 688 miles, more than 500 of which flow through German territory. The famous castle district of the Rhine lies in a short stretch of the river which can be covered by steamer in a day, but a comprehensive tour of the Rhine district should begin at Cologne (Köln) among the finest cities of Germany and containing one of the great cathedrals of the world. Going up the Rhine, the next city of importance is Coblence (Koblenz), with its gigantic fortress of Ehrenbreitstein. Here the famous castle district of the Rhine begins. Leaving Coblence shortly after midday, the ascent of the stream through the highlands is made during the afternoon. Ruined castles of robber barons crown the commanding heights on each side of the river, and thickly wooded slopes alternate with vine-clad hills. Along the banks of the stream, under the sharply rising mountainsides, nestle picturesque towns and villages, and points of legendary interest such as the Lorelei and the Mouse Tower appear

along the way. At Bingen, which you reach in the late afternoon, the river flattens out and loses its picturesque aspect, and shortly after the steamer arrives at Mayence (Mainz), a city of importance with a fine cathedral.

The leisurely traveler will wish, perhaps, to include in his itinerary the picturesque Ahr and Moselle Valleys, which stretch southwest from the Rhine. To ascend the Ahr Valley, if you are traveling by steamer, you disembark at Remagen. This is a valley of vineyards, which climb up the steep, terraced slopes rising from the slender stream, and picturesque villages of earlier centuries. There is Neuenahr, a famous health resort with medicinal baths; Ahrweiler, which has retained most of its singular streets and ancient walls; Rech, a picture village with many enchanting corners, and other venerable places. From Gerolstein the train, in a couple of hours, brings you up to Trèves (Trier), with the finest Roman ruins in Germany. In this ancient city is a Roman arch in a fine state of preservation, the remains of an amphitheater, and fragments of a Roman palace and baths. Trèves is the head of navigation for the Moselle River. The steamer trip down the Moselle is one of unending fascination, taking

you through vineyard-clad hills, sleepy towns, and castle ruins. Midway in the valley, reached from Moselkern, is the most picturesque castle in all Europe. Eltz Castle rises from a heavily wooded hill cupped by forested mountains. Built in the sixteenth century, it is turreted and battlemented like a fairy palace, the figment, seemingly, of an artist's imagination. It is not true that a fire recently destroyed one wing of this feudal masterpiece. Schloss Eltz soars, as ever, a princely "fairy tale in stone." In fact, for the Prince of Wales who became Edward VII, it was an enchanted eyrie to which he frankly coveted an invitation.

Adjacent to Mayence is Wiesbaden, one of the most beautiful and luxurious of Germany's health resorts. Not far away lies Homburg, another health resort formerly much frequented by the English, and a few miles beyond is Frankfort on the Main, a splendid modern city, although possessed of an ancient quarter almost without a rival in Germany. An hour or two by rail from here stands the far famed Heidelberg, dominated by its enormous castle ruins situated on the mountainside, and glorified by its celebrated university.

*The Black Forest and Lake Constance*

Journeying east, in a couple of hours at the edge of the Black Forest you come to Baden-Baden, enfolded by its deep-verdured mountains, one of the most luxurious of the German watering places.

The Black Forest is a district composed of mountains, clothed in dark fir, and rolling country studded with farms and patches of deep green woodland. To the south of this district lies Freiburg, distinguished by its stately cathedral and old university. Across the mountains, in a few hours by rail, you come to Constance on Lake Constance. A clean, sparkling city characterized by many medieval aspects, Constance is redolent with memories of John Huss, who was burned at the stake there. Across the lake, reached by steamer, are two exceedingly picturesque villages, Meersburg and Uberlingen, which seem to have stepped out of an ancient story book. A steamer which calls at these towns takes you down the beautiful lake of Constance, its shores a broad panorama of steep-roofed villages, rolling farmlands, and stretches of forest against a tumbled background of Alps. From Lindau, at the end of the lake, you

catch the train for Munich (München) and soon you are in Bavaria.

*Bavaria*

Munich is one of the most modern and beautiful cities in Germany, not, however, without its old churches and other ancient buildings; but its trim streets and modern shops, its boulevards, its art galleries and fine public buildings make it a city of rare attraction. Making Munich your general base of operations, the Bavarian Alps, which compare favorably with the mountains of Switzerland, are conveniently reached. Ninety minutes by rail from Munich and you are in the heart of them. Here are many picturesque villages with frescoed houses, including Oberammergau, the scene of the Passion Play, and the famous castles built by the mad king Ludwig, who drained his treasury and brought his country close to financial ruin through his obsession for building imposing palaces. Stopping off at the picture town of Mittenwald on the way, Garmisch-Partenkirchen, ringed about by its mountain guardians, is a good center from which to visit these various points of interest. The center of the eastern Bavarian Alps is Berchtesgaden, not far from Salzburg

in Austria, which can be reached in two or three hours from Munich, and at its door is Königssee or King's Lake. Midway from Munich is Chiemsee, another lake in the highlands, enthroned on an island which is one more of mad Ludwig's follies, built as a replica of the palace of Versailles.

An hour westward from Munich lies Augsburg and, an hour or more beyond, Ulm; twin cities of the golden past. Augsburg was the commercial capital of medieval Germany and the home of the Fuggers, those great merchant princes of the fifteenth and sixteenth centuries whose house, with its painted façade, stands to-day on the main street. Augsburg possesses a fine Rathaus, many venerable houses and churches, and, a product of the Renaissance, the finest street fountains in Germany. Ulm is a picture town on the Danube, walled by ancient fortifications, on which you may walk above the swiftly flowing river, intersected by crooked streets lined with singular gabled houses, and dominated by a cathedral whose spire is the loftiest in the world. Ulm has preserved in a striking way its medieval flavor. Two hours east of Munich is Regensburg, remarkable for its curious defense towers which, like those in some of the

Italian hill towns, rise from patrician homes, making each house a small fortress. Adjacent to the city, along the Danube and situated on a lofty eminence commanding the great Bavarian plain, rests the Greek temple Walhalla, in which are enshrined statues and tablets of Germany's illustrious dead.

*Picture Towns of Northern Bavaria*

Within a radius of relatively a few miles, northern Bavaria possesses a group of singularly beautiful picture towns which are glowing fragments of the Middle Ages. Nuremberg, the home of Dürer, surrounded by its old walls, dominated by its castle, intersected by its river, glorified by its churches, mellowed by its old streets and gabled houses, is famous enough and needs no comment here. Across country, thirty or forty miles away, lies Rothenburg, which is not only the most picturesque city in Germany but, without question, the finest walled town in Europe. Rothenburg, without a discordant note, remains an unspoiled picture of the Middle Ages. But for the modern clothing of the people, one might think he were once more living in the sixteenth century. A short distance from Roth-

enburg and little known to travelers, Dinkelsbühl, a little walled and moated town, is a striking miniature of the larger city. Beyond is another curious old town, Nordlingen, which is completely ringed about with its ancient walls strengthened by great lofty round towers.

*Cities of Central Germany*

Going north, you come to Erfurt, a town of no visual attraction barring its three-spired church and cathedral, among the most impressive in Germany, which sits on a great shoulder of the hill overhanging the market-place. Here Luther sojourned in the monastery during the earlier years of the Reformation. An hour away is Eisenach, which, of all the German cities, is more intimately and dramatically associated with Luther than any other. Here the great reformer went to school; here he preached in the church which is still in use; and here, in the Wartburg, situated atop a mountain spur above the town, he translated the Bible. The Wartburg must not be missed, because in it you may inspect the room, just exactly as he left it, in which Luther lived and worked and, according to tradition, threw his ink bottle at the devil;

and, besides, the castle is one of the most romantically situated and most picturesque in all Germany. Away from its parapet stretch the Thuringian Mountains, at the boundary of which the castle stands.

Resuming a northerly course, you wend your way to the Harz Mountains and the cluster of interesting towns nearby. Cassel, on this itinerary, is distinguished only for its great mountainside chateau, which was one of the favorite summering places of the ex-Kaiser, and is now open to the public; but Goslar, at the edge of the forested slopes of the Harz, is among Germany's most picturesque cities. Its streets are lined with curious old houses whose gabled and elaborately painted façades are quite different from any seen in the south. Brunswick, a considerable city, is but an hour or two distant. Its old streets of frescoed houses, its cathedral and its huge, gaunt churches may well repay a visit, although an hour distant lies Hildesheim, renowned for possessing the finest individual houses of the Middle Ages in Germany. Sprinkled through the streets are vast, gabled, guild houses, gaily painted residences dating from the fifteenth and sixteenth centuries, and time worn churches.

*The Capital and Its Environs*

There is little of historic interest in Berlin. It is laid out, however, on a magnificent scale and its vast central square containing the Kaiser's palace, the cathedral, museums and other public buildings, is one of the most impressive, although far from being the most beautiful, in Europe. There are, of course, fine streets, splendid shops, gay restaurants, parks, and magnificent public buildings, all of which carry the air of a capital city worthy of a great and prosperous state. Potsdam can be reached by motor or by rail in less than an hour, and is well worth the trip for a visit to its palaces. Here is the ornate residence of the Kaisers and, bordering the same grounds, the miniature chateau of Sans-Souci built by Frederick the Great and never occupied by any other monarch. The town itself is interesting for its church, in which lie the remains of the great Frederick. It was before this tomb that Napoleon stood and exclaimed, "If he were alive, I should not be here!"

Few overseas visitors are acquainted with the Spreewald, which lies a few hours from Berlin and can easily be reached by motor or rail. In this district live the Wends, a strange people of Slavic origin who cling to their

ancient dialect, and dress in the extraordinary costume of their forefathers. Here the river Spree splits up into several hundred arms which are bordered by the picturesque Wendish settlements. On Sundays, arrayed in their national dress, these strange country folk come to their village churches by boat, cart and bicycle, and can be seen to advantage. Boatmen with flat skiffs are available to take the visitor along the beautiful waterways of the Spree.

Leipzic and Dresden, the brilliant cities of Saxony, are but two or three hours' journey from Berlin and easily reached from the capital. Both lie at not much over 100 miles from there, and far less removed from each other. Leipzic is the printing and fur center of Germany, and is a pleasant city with fine public buildings, even if it has little to astonish the traveler. Dresden, picturesquely situated on the Elbe, is so famous for its art galleries and public buildings that to dwell on its charms would be painting the lily.

*Famous Seaports of the North*

Danzig is a long way east from the capital at the top of the Polish Corridor, but it is well worth a visit if you are fond of medieval

cities. The more adventurous traveler will cover the distance by aeroplane in three hours, while the less intrepid will spend thrice that length of time in the train. Danzig was one of the important members of the old Hanseatic League and there is still to be found in the city much that is reminiscent of her ancient glory. There is a river crowded with warehouses and water-borne traffic, old buildings, and a busy market place; there are venerable stooped houses unlike those found in any other city; there are brick churches of enormous height, and streets that have defied time.

Three other important cities of the Hanseatic League lie in the opposite direction from Berlin; Lübeck, Hamburg and Bremen, all of which are, relatively, in close proximity. Lübeck was the chief seat of the League and to-day shows evidences of its former glory. It has an austere northern charm and many ancient buildings, including a splendid Rathaus, lofty towers, cathedrals and Gothic churches. Hamburg, not much more than an hour away, glories in her present day importance where Lübeck basks in the memories of her illustrious past. Hamburg is, indeed, one of the most beautiful and interesting cities in

Germany. Its modern streets and buildings are magnificent; a great lake fringed with residences and business buildings reposes in the heart of the city; its river splits up into many canals which intersect the commercial section—a panorama of slothful and colorful shipping; and to give color to the new, a few old streets and early churches have survived the several destructive fires that ravaged the city in former centuries. Bremen, as most travelers know who have come directly to Germany by sea and entered by this port, lies an hour or more away from its harbor. It is a clean modern city with a broad river flowing past its door and an unmistakable atmosphere of the past. Bremen is, as a matter of fact, one of the cleanest and brightest seaport cities in the world.

## GREECE

To the traveler who is interested in the ancient world, there is no country, with the possible exception of Egypt, which offers so much as Greece. But the sheer classic beauty of the broken Grecian upland with its abundant wild flowers, its myrtle and olive groves, its rocky hills rising out of the bluest of blue

water—these alone would make Greece a country of incomparable charm. Add to this the magnificent ruins at Athens, Olympia, Corinth, Ægina and elsewhere, "the glory that was Greece"—and it is little wonder that people have flocked for centuries to see this classic-historied, many-fabled little country.

The majority of tourists who visit Greece go there by one of the Mediterranean Cruise boats, but it is equally possible to take the comfortable Italian ships from either Trieste or Brindisi, and land at Piræus, the port of Athens, or better, at Patras, at the entrance to the Corinthian Gulf. On the way down the Adriatic sea one passes Corfu, with its sumptuous villas—the scene of the Greco-Italian trouble of a few years ago—"sea-girt" Ithaca, home of Ulysses, Leucas, and others of the Ionian islands, all lotuslands.

Patras is on the Peloponnesus, and from there one can make by rail the circuit of the peninsula, through Olympia, once the seat of the Olympic games, through Tiryns and Mycenæ and Argos, rich all of them in ruins, through Sparta, home of Helen of Troy, where American and British archæologists are almost every day uncovering something of new interest, to Corinth.

Corinth, too, possesses much in the way of interesting ruins, and the train from Corinth to Athens passes through Megara and Eleusis —names to conjure with in ancient Greece— near the historic bay of Salamis, where Themistocles defeated the Persians in a great naval battle, to Athens itself.

Ancient Athens, clothed in marble, like a snowy cap on the high abrupt hill of the Acropolis, must have been one of the wonder cities of all time. With its incomparable Parthenon, its Temple of Victory, its Erechtheum, its hundred and one other buildings— temples, theaters, monuments of all sorts, most of which are still standing—it was incontestably the most beautiful city of its time. And even to-day, despite the low estate to which the Greeks have fallen, Athens retains much of its greatness, for the ruins of Athens are far and away the most marvelous ruins in all Europe.

While at Athens one should not fail to take the excursions to the hills of Hymettus and Lycabettus nearby, to the site of ancient Thebes, to the "fragrant island" of Eubœa, to the world-famous battle-field of Marathon, and to Piræus, the port of Athens. As a whole the Greek railroads are few and not overgood,

but distances are not great in Greece—no part of the country is over forty miles from the sea—and there is a constantly increasing number of good modern roads.

## HOLLAND

Holland is characterized by the curious customs and costumes of its small towns and out-of-the-way places, by its wealth of windmills, by its tree-lined brick roads, and by the general aspect of its below-sea-level topography. Only by its dykes and its incessant pumping does it keep itself intact. Girdled with these life-preserving dykes and treading water with its windmills it manages not only to keep its head above water but with each year it tries to cheat the ocean by reclaiming a small part of its body. It has a type of scenery, therefore, all its own. Because the country is so inconceivably small the traveler can see all of it that is particularly interesting in from three to five days—a week at the most. In no other section of Europe are the distances between towns so short; in no other section are the modes and conveniences of reaching these towns so varied. If the traveler relies solely upon the railway trains to carry him

from one place to another he may be compelled to wait a couple of hours in order to ride a few minutes. A happy combination of steam-tram lines and electric services and railways and canal packets enables him to get about without loss of time and to penetrate the more remote parts of the country which one or the other of the different methods of transportation may overlook.

Only that part of Holland to the west of the Zuyder Zee is looked upon as the tourist district. Here may be found all the important places of interest, including The Hague and Scheveningen, Delft, Amsterdam, Haarlem, Rotterdam, Dortrecht and Utrecht. In these many of the natives are "English-spoken."

Amsterdam, though of special importance as a great commercial city, possesses much to interest the observant sight-seer. Its canals are spanned by more than three hundred bridges, and these waterways, if superficially reminiscent of Venice, have odors and types of craft that are distinctly Dutch, and are lined by houses found only in Holland and her colonies. To travelers of artistic bent or with a keen sense of humor, the canal scenes afford unending entertainment. The Zoolog-

ical Garden is one of the finest in existence. The Ryks Museum, covering nearly three acres, contains not only a collection of Dutch paintings second only to that at the Hague but very rare examples of work in gold and silver and a survey of industrial art in the Netherlands from the time of Charlemagne. Amsterdam itself, be it remembered, is a creation of surpassing industry and patience combined with daring, for it is built upon piles driven into the sand. To support the palace alone, 13,695 of these were used. And, not least, Amsterdam is probably the cleanest city in Europe.

Amsterdam may be used as the base for pleasant excursions to Baarn, a pretty village with fine woods; Volendam and the Island of Marken. Volendam and Marken, though they have been projected with fatiguing frequency on the screen, manage to possess a charm which nothing can destroy. The fishermen of the first and the children of the second must be seen face to face to secure a true impression of their quaint attire and still unsophisticated manner.

Hague, while Holland's most handsome and well-planned city, is not strikingly Dutch in aspect except as to the canal-fretted wood in

which it nestles. It is the residence of the Queen and contains also the Peace palace, one of the least successful hobbies of Andrew Carnegie. The Mauritshuis Picture Gallery possesses unrivaled examples of the Dutch school of art. It is from the Hague that one runs out by tram to the sand dunes of Scheveningen to enjoy sea-bathing and superlative music with the world of fashion. Great soloists are engaged for the summer concerts. Delft, at once associated with the porcelain of that name, is of special interest to New Englanders as being the town from which the Pilgrim Fathers embarked for America. In its Niewe Kerk stands the splendid mausoleum of William of Orange. Leyden, famous for the terrible siege described by Motley, should not be omitted by those interested in museums. It has four, as well as a fine Botanic Garden. In the Natural History Museum is the best cabinet of comparative anatomy in Europe. Haarlem, again, is of more marked interest to the art lover. The Municipal Museum exhibits all the stages in the development of the great portrait-painter Frans Hals. At Utrecht, where you can start on the trip up the Rhine, is a noble cathedral. It is the claim of the natives that from its beautiful

'Singing Tower,'' 321 feet high, which has a fine carrillon, you may view all Holland. The thing is to see at somewhat closer range what is probably the most typical section of Holland with respect to both costumes and scenery, a section too often overlooked by the hurried traveler—the Island of Walcheren. Flushing, its gateway (easily reached by boat from England or by train from Rotterdam), is but two or three miles from Middleburg, the principal town of the district and containing some historic buildings. The Walcheren costume is particularly striking and a day's drive around the island will enable the traveler to obtain some comprehensive glimpses of Dutch rural life. The giant dyke at Westkapelle, next to the one at The Helder that fortifies North Holland against the sea's encroachment, is the most important in the country and well worth inspection.

## HUNGARY

The usual, and by far the most interesting, way of reaching Hungary is by taking one of the fine Danube steamers from Vienna. Leaving Vienna in the morning, one passes

the frontier station at Pressburg (Bratislava) in about two hours; and thence the Danube (now the boundary between Hungary and Czecho-Slovakia) winds through the fertile countryside for some miles before turning south in Hungarian territory at Gran (Estergom). But one has already passed by the picturesque little villages of Gonyu and Piszke before reaching Gran and its huge cathedral. Past the old stronghold of Visegrad, past Waitzen, on to Budapest the river hurries; and at evening one sees at last the buildings and bridges of many-spired Budapest.

Vienna and Austria belong to the West, but Budapest with its colorful streets and wild gypsy music, belongs to the East, more akin to Moscow than to Berlin and London. And that is much of its charm. Budapest is in reality two cities—Buda, founded by the Romans, captured, lost, and recaptured by the Turks, who held it for a century and a half, and Pest, on the other side of the river, representative of the modern, progressive element in this new country of the Magyars. Joining the two, over the Danube, is the famous Széchényi Bridge, and several other bridges, less famous. The chief attractions of Budapest, in addition to the quaintness of Buda,

are: the great Houses of Parliament on the river front, the excellent national museum with its collection of Roman, Transylvanian and Hungarian antiquities, the Royal Palace, the Church of St. Matthias, and the medicinal St. Gerard Springs.

Hungary, south of Budapest, contains comparatively little of interest to the traveler—Nageteteny, noted for its wine; Ecresi, with its church and castle; Kalocsa, with a cathedral second only to that of Gran—these three and a dozen other colorful little Magyar towns.

## ITALY

Of all the countries of Europe there is not one, not France, nor Germany, nor even England, which offers so much to the intelligent and discerning traveler as Italy. And Italy, under its present firm and progressive policy, is fast becoming one of the pleasantest European countries through which to travel. Railroad service is being speeded up, roads formerly impassable are being rebuilt, comfortable hotels are springing up on every side. Italy, in short, is being modernized. This is

even too obvious in the great manufacturing city of Turin, a sort of Italian Detroit, lacking utterly the color and charm of the less progressive cities.

It has been said that the Tiber bisects Italy, that Italy south of the Tiber is the work of God, and Italy north of the Tiber is the work of man. In a sense this is true. The chief charm of Naples and the country thereabout is traceable to the almost perpetual sunshine, to the soft blue haze that covers everything, to the hills and flowers; in short, to the beauty of nature. But in Venice or Florence or Siena, or in Rome itself, it is rather the works of man, the churches, paintings, ruins, and statues which catch the eye.

Genoa, though one of the cleanest and most beautifully situated Mediterranean ports, save in the picturesqueness of its ancient quarter, possesses little of interest to the tourist. Milan, for the most part a modern commercial metropolis, is distinguished for its cathedral, the largest and most elaborately sculptured in Christendom; its magnificent opera house, the foremost in the world; its museum, one of the finest in Italy; and the priceless painting of "The Last Supper" by Leonardo da Vinci, now much faded.

*The Lake District*

To omit the lakes from one's Italian itinerary would be cheating the eye of beauties that cannot be duplicated in any other part of Europe. Garda, Como, Lugano, and Maggiore, the four Italian lakes most famous in history and romance, have been likened to jewels, liquid mosaics and flowers of Venetian glass. They are one and all of these according to the whim of the sky, but attractive enough as themselves, exquisite mountain-crowned bodies of water whose color recalls the river Rhone as it flows glacier-blue through Geneva.

Parts of Maggiore and Lugano lie in Switzerland whence they are comfortably accessible from either Geneva or Lucerne in not half the time it takes to run from New York to the lakes of the Adirondacks or of New Hampshire. No matter what flag may fly over these lakes, and until fairly recently it was the Austrian over the northern tip of Garda, they are as Italian in their gay simplicity as are the picturesque villages which cling to the Alpine heights dominating them; as Italian, too, as the mellow villas and luxuriant gardens which they so often magically reflect. This happy accident doubles a charm

further enhanced by vistas no less fanciful than the pictures of Maxfield Parrish.

Visiting the lakes from west to east, Maggiore, the largest, is notable for charming little Pallanza of the palms and magnolias, for fashionable Stresa with its fine monastery, for the lovely Borromean Islands, and Isola Bella, a great palace with terraced gardens which no visitor can forget. All these spots may be reached by the little lake steamer which goes on to Locarno, the scene of the great European conference of 1925. Thence by boat to Luino, where a steam tramway is available to Lugano on the lake of the same name. This town, like Locarno, is in Switzerland and has fascinating arcaded streets and several fine old churches. The lake is more like a river in appearance, owing to its narrowness and winding contours. It is blessed with not only a spring climate all the year round, but gorgeous scenery in which to enjoy it. Nor should one miss such a subterranean treat as the grotto near Osteno. And tucked away between the hills are the quaintest of villages, none more so than Porlezza. The towns of Lugano, Osteno and Porlezza are all linked up by steamer service.

From Porlezza there is a nine mile tram-

way line to Menaggio on Como, whose two prongs gleam like an Alpine pitchfork thrust among the vineyards and woodlands of Italy. On the slopes of Lake Como stand out in marked contrast the simple little hamlets of the natives and the palatial summer homes of the magnates of Milan. The latter are to be found around Bellaggio, Cadennabbia and Minaggio, all of which may be reached by either motor bus or steamer. Between the first place and Tremezzo lies Villa Carlotta, celebrated for its statuary. The town of Como, with a fairly large population, dates back to the remote past. Its roster of famous native sons extends from the Latin historian, Pliny, down to Volta of electric battery fame.

If you have time, the smaller lakes of Orta and Iseo are worth visiting. The hamlet of Orta boasts not only pavements of marble but the great Monte Rosa itself as a cornice-line.

Garda, perhaps the most beautiful of all the lakes, is the easternmost of the series, and best approached from Verona, situated not far from its southern end. Its charms have been sung since the days of Virgil and Catullus, who had his home at Desenzano. By taking the lake steamer from there or Peschiera, one may glimpse half a dozen picturesque

coastal villages on the way north to Riva, the most attractive of them all.

It is hard to tear oneself away from these Italian lakes. They are none of them of great size, Maggiore measuring only some 37 miles by 3, but their charm is incalculable. Fortunately, the traveler may at least sample their spell in a couple of days, using either Geneva or Milan as a base of operations.

*Venice*

It is hardly conceivable that anyone would think of visiting Italy without a few days, at least, at Venice. To the least romantic, even the blind, the Queen of the Adriatic needs no introduction whatsoever. She is the Marble Siren, yesterday, to-day, to-morrow. If she ages upon her throne of piles, she does it so slowly that none is the wiser, save on some rare and dramatic occasion as when her 10th century scepter, the Campanile, fell twenty-five years ago. But the Campanile has been restored to her, stone for stone after the fashion of the old, except for one practical innovation, the introduction of a highly modern elevator.

There are motor boats upon the Grand

Canal, but not enough of these, as yet, to drive away the blessed gondolas. Modernity never is permitted to touch Venice with a very heavy hand. A city of soft colorings and faded, retiring gentility, and yet provocative of unrestrained exclamations.

Here are those wonderful horses that prance the centuries in front of St. Mark's—that have pranced from Constantinople to Napoleon's Paris! And St. Mark's itself, the Palace of the Doges, and the open square—the Piazza di San Marco—and its whirring pigeons! Afternoon tea by day and, by evening, ices at Florian's in this little square of exquisite beauty—Florian's which every writer from Browning to Edith Wharton has sought to glorify!

Last of all there is the Lido, strangest of beaches. Reached by steamer or gondola, across the lagoon from the city, Lido is the most and the least fashionable part of Venice. At one end of the beach, in the roped-off sections controlled by the great luxurious hotels of Venice Lido, sit the leading débutantes and society matrons of half a dozen countries; at the other, a Venetian shopkeeper enjoys his holiday with his large and almost naked family. Sunday is the best day to see the Lido.

You should make a day of it, and come back, just as dusk is falling over Venice, by gondola. It is an experience you will never forget.

Venice is more than a mere city. It is a mood, a state of mind, if you please. As such, too, it is entitled to real recognition.

*The Valley of the Arno*

The Arno valley, from the Apennines to the sea, contains, in addition to some of the most beautiful countryside in Central Italy, two of the artistic jewels of the world—Pisa and Florence.

Pisa, in ancient times at the mouth of the Arno, is now some five miles inland, and possesses, besides its world-famous leaning tower, a cathedral which is equally beautiful and a baptistery which is probably the finest building of its kind in Italy. Those whose interest is literary will not care to miss the house on Lung' Arno where Shelley and Byron lived for some time. Some half an hour by rail to the north lies Lucca, known for its cathedral, and the rather fashionable summer resort of Bagni di Lucca. But Florence, fifty-odd miles to the eastward, in the foothills of the Apennines, is the real gem of the region. As far

as art is concerned, no city in Italy or in the world can match Florence. And it would be almost impossible to find another city with that same gracious charm, with those same delightful, narrow streets where every building is a masterpiece, with the same shining band of river, with the same immortal statues on every street corner. Florence in itself is perfect, but in its museums and its churches, Florence is more than perfect. As to the museums, the Uffizi, Pitti, San Marco, Bargello, and the Academia deserve, each one of them, a day or so of careful, almost reverent attention. And another four or five days could be well spent in the churches and cloisters of Santa Croce, Santa Trinità and San Lorenzo, not to mention the great marble cathedral. And when you have seen these, there still remains the Arno, with its bridges and its shops, and Fiesole and San Miniato.

*The Hill Towns*

The Hill Towns of Italy, scattered across the central part of the peninsula as though they had been shaken from a gigantic saltcellar, clinging, each one of them, to the top of one of those blue rolling hills of Tuscany or Umbria, are among the most interesting

places in the tourist's Italy, for they have preserved unspoiled the extraordinary charm with which the builders of the Middle Ages invested them. In addition to the unique character of their situation and of their brown turreted walls, many of them contain cathedrals, churches, paintings, frescoes, mosaics, and statuary which rank with the finest in the world. Although the number of mountain villages which can properly be called hill towns would doubtless run well over a hundred, a fairly representative idea of the Italian Hill Towns can be gained by visiting ten or twelve of the more important ones. Going south from Pisa one encounters first of all San Gimignano, "the city of many towers," then Siena, set like a brown Camelot on a hill, with its wonderful cathedral and great paintings by Sodoma. South of Florence lie Arezzo, the ancient Etruscan city of Perugia, which was a power before Rome was founded, and Assisi, with its immortal frescoes by Giotto portraying the life of St. Francis, and streets that are perfect pictures of medieval times. Time permitting, one can visit Volterra, Chiusi, Città della Pieve, Terni, and a score of others. Most of these lie some miles off the railroad and are connected with

the station by bus lines. In the above towns, at least, and in many others as well, satisfactory hotel accommodations can be found.

*Rome*

After Florence comes Rome; or, if you have journeyed down the coast direct from Genoa, upon a railway which, seemingly, has more tunnels than any other railway in the world, Rome comes after Pisa and its Leaning Tower.

For Rome, like Venice, you cannot and shall not miss. The modern Rome you may scorn for its narrow, dusty streets and its general attitude of commercialism. But you certainly will wish to see the Pantheon, mighty St. Peter's (so clean and crisp and big that you will think of the Pennsylvania Station in New York City) and the wonderful Vatican, with its Sistine Chapel and its unforgetable gardens.

You will wish to drive along the Appian Way, and probably out to the wonderful suburban villages of Tivoli and Frascati. But your big thrill must be reserved for the ruins of the Forum and the nearby Coliseum. If they do not catch you at your throat, nothing will—not even Pompeii. If you can, see these first by night; preferably—if your tour can

be timed—by moonlight. Then you can mark the sight as one of the most moving experiences of your existence.

*Naples and Vesuvius*

And after Florence and Rome—Naples. To be sure, the railroad journey is tedious, if not exasperating. By motor, it is impossible, for the wretched roads are either besloughed with mud or beclouded with dust. Happily, projects are now on foot to construct a really good motor highway from Rome to Naples.

Naples, itself, is filled with interest. Like Milan, it also has a world-famed Opera House, curiously built into the side of the Royal Palace. It has narrow streets and many arcades through which a host of folk are ever passing. It has a fine park and an even more wonderful aquarium. But its chief charm is its hills which you ascend either by long and carefully graded highways or by one of several escalators, known as the *funiculars.*

These hills of Naples, overlooking what is probably the most beautiful harbor on earth, would gain a greater distinction if Vesuvius

did not loom so majestically above the city. Literally, it overshadows everything.

You may go very close to its crater. An ubiquitous tourist agency long since builded a *funicular* close to the danger point. This real scenic railway is reached by train and tram from Naples, six miles distant, or by motor car upon a very dusty highway. You will surely need your goggles and your veils when you go to visit Vesuvius.

Yet what is even Vesuvius when one thinks of Pompeii or Herculaneum? There is nothing in Europe that will bring back the ancient world so vividly as the worn streets of Pompeii, the desolate roofless houses, the mosaic baths—untouched, unchanged, just as when they were buried under fiery ashes, twenty centuries ago. But, from a scenic point of view, even Pompeii seems pale beside the beauty of Sorrento, Amalfi, and Capri. You can go to Sorrento or to Capri, with its famous Blue Grotto, by boat, but on no account miss the Amalfi-Sorrento drive. The Grande Corniche on the Riviera is the only thing in Europe comparable to it, and the Riviera resorts the only places in all Europe that can be compared to Sorrento, Amalfi and Capri.

All these are part of Naples. Not only are

they within its fairly close vicinage, but reaching them is made a part of a great variety of side trips out from the chief port and the largest city of all Italy. These side trips are rarely expensive. Neither are the guides, who are a rather essential part of them—especially to folk who do not speak Italian—and who invariably are fine fellows, proud of their calling. To it they are examined and licensed by the civic authorities.

*Sicily*

The traveler who takes the boat from Naples for either Palermo or Messina will be well repaid at his journey's end. Sicily is a land rich in beauty and encrusted with legend and history; almost all the nations of the ancient and the medieval worlds met and warred and built upon its soil. There is Messina, founded by the Greeks in the eighth century, B. C., conquered a dozen times by foreign legions, and ravaged by plague, earthquake and fire; there is Catania, lying at the very foot of sullen Ætna, founded at the same time as Messina, and now famous for its ruins of Rome and Aragon; there is Syracuse, once the greatest city of the Greek world, where Aeschylus, Pindar and Simonides walked and

talked in its gardens, where there are now the ruins of many ancient temples dedicated to gods and goddesses famed in Greek mythology; there is Taormina—called by many the most beautiful spot in the whole world—with its old Dominican monastery that has been transformed into a modern hotel, its ruined Greek theater, acropolis, castle and ducal palace, and with nearby Mola, perched upon its mountain summit, from which one surveys the incredibly blue Mediterranean; and there is, of course, Palermo, the commercial pulse of Sicily, the greatest port of the island, which, despite modern encroachments, still preserves its ancient loveliness and which retains in many venerable buildings the memory of times past. In the great cathedral of Palermo, built in the twelfth century, are the tombs of the Sicilian kings and the immense silver sarcophagus that holds the earthly remains of St. Rosalia. The Museum of the city is the resting place of a great collection of Pompeian antiquities, and it also houses numerous Sicilian-Greek statues and sarcophagi, and the paintings of old Sicilian masters. In Palermo, too, is the finest castle chapel in the world, a basilica with columns of Egyptian granite, Saracenic arches, golden

mosaics and Arabic inscriptions. The five-mile trip from Palermo to Monreale is rewarded by sight of the ancient Benedictine Monastery and one of the most magnificent sea views in the whole world. Nothing moves fast in Sicily, not even the railroad trains, but the leisurely motion of the Sicilians is infectious, and after a day or so, one ceases to be impatient. And, after all, it is worth going slow to see Sicily.

If Venice is a siren city, Sicily is a siren island. All but the blindfolded are tempted to remain there forever and a day, and for some it is safer to follow the example of Ulysses—stay lashed to the mast, with one's ears stopped—it being the voices of a lost Golden Age that are the more difficult to resist. If there was an Atlantis, surely Sicily was its island outpost. Mystery breathes from its very soil, rich with the life's blood of Asia, Africa and most of Europe. The lure is a secret—deeper than mere lust of conquest. Test it!

## NORWAY

Norway, larger in area than either Italy or England, stretches almost 1,300 miles from north to south, from the latitude of Northern

Scotland to a point nearly 300 miles north of the Arctic Circle. It would seem as though this position on the earth's surface would result in a climate of great severity and an entire lack of hospitality, but the Gulf Stream flowing along the entire coast brings a mildness to the coastal regions, where the fjords and principal cities lie, comparable to that of England and Scotland. Indeed, in some parts of Norway, in the region of Bergen for example, the winter is so mild that snow when it falls melts almost immediately.

There are many contrasts in this kingdom of the Norsemen. In the east we find great valleys; in the west mountains of rock cleft by fjords of unsurpassed grandeur; and in the extreme south there is a pleasant farming country where the rural people live a life of ease and comfort that is unknown in the uncompromising mountainous territory of the north.

In many ways Norway bears a strong resemblance to Switzerland. It is essentially a mountainous land, although the mountains are not usually very high.

Norway has long been famous for her magnificent fjords and these superb waterways indent the entire coast. Some are walled by

great frowning cliffs, others by lofty snow-capped mountains, and still others by fertile smiling hills. Each has its individuality, and contrasts strikingly with the others.

A half dozen of the principal fjords including the Hardanger Fjord, the Sogne Fjord, the Nord Fjord, the Naero Fjord, the Geiranger Fjord and Lyngen Fjord, to mention the most famous, will give the traveler a comprehensive view of the magnificent scenery that characterizes all of them.

But Norway has more to show the traveler, than her fjords. She has a succession of cities as distinct in individuality as those that characterize France or Italy and while they are not so fine in architectural beauty nor so permanent, yet they are thoroughly characteristic of the people and are possessed of distinct interest.

On opposite sides of the peninsula in southern Norway are the capital Oslo (formerly Christiana) and Bergen, the second largest city of the country, which is next to the capital in commercial importance. These cities present striking contrasts—Oslo is modern with wide orderly streets, Bergen is an ancient town with narrow crooked thoroughfares, although here and there it has been touched

by modernity. Olso is a city of cosmopolitan aspect: it has little reminiscent of the past. It seems as though the Norwegians, wishing to strike a wholly modern note and desirous of showing themselves and the world that they can keep up with the van of progress, built this capital city. It has the King's Palace set on a hill, impressive public buildings, pleasant residences, pretty parks and a museum exhibiting two ancient Viking ships in a perfect state of preservation. Bergen is infinitely older. Founded in the 11th Century it was a city of considerable importance when Oslo was still only an obscure town. And Bergen has retained much of its medieval aspect. It is essentially a timber built city—nearly all Norwegian towns are built of timber—and in the old section of the city the ancient red-roofed and gabled houses line the narrow thoroughfares, preserving the atmosphere of things past. The Norwegians have an innate love for flowers and the windows of nearly all the houses are adorned with growing plants. In 1445 the Hanseatic League established headquarters in Bergen and brought great commercial prosperity to the town. Their picturesque wooden warehouses which provided living and business

quarters for these merchants stand in impressive array on the German Quay. The 12th Century church which was the Hanseatic place of worship for more than three centuries; King Haakon's Hall begun in 1247 by King Haakon Haakonsson with its great festal chamber carefully restored to its barbaric Viking splendor; and an ancient timber church a short distance from the city are among the chief points of interest.

Up the coast from Bergen lies Trondhjem, the ancient capital of the Vikings and the most historic city in Norway. It was founded in 995 by King Olaf Tryggvasson, the first Christian King of Norway, and in the 12th Century a cathedral, the most imposing church edifice in Scandinavia was founded, in which the Norwegian kings have been crowned for centuries. Here also is the King's palace built a century and a half ago, a royal residence of timber, the largest wooden building in Scandinavia. Trondhjem has great wide thoroughfares to prevent the spread of fire and narrow streets lined with diminutive wooden houses, picturesque in spite of their appearance of impermanence.

Considerably further north is Tromso where many arctic expeditions have been

fitted out, and some distance above lies Hammerfest, the most northerly city in the world, nearly three hundred miles north of the Arctic Circle. Hammerfest which exists by the grace of the Gulf Stream is another timber-built city, unadorned yet undaunted, whose three thousand inhabitants defy the long winter night of more than two months. On the way up the coast the Lofoten Islands are passed—a series of great rugged islands scarred by splendid fjords. The straits between are narrow and sinuous and are marked by rugged scenery of great magnificence. Not far north of Hammerfest the North Cape is reached, a bold promontory marking the extreme northern point of Europe from which may be obtained an inspiring view into the Arctic Ocean. From here the midnight sun is visible from the 13th of May to the 30th of July.

If you are fond of mild adventure you will want to take the cruise to Spitsbergen, Norway's new mandate in the Polar Seas. Spitsbergen is a great island or group of islands, the size of Scotland, lost in the vast Arctic solitudes. In the same latitude as perpetually ice-bound northern Greenland, it is the most northerly land inhabitable

by white man. Four months in summer the sun never sets, while in winter there is a like period of perpetual darkness. Here is a treeless waste of naked mountains, rugged peaks, giant glaciers that flow at sea level and magnificent fjords. The only life on Spitsbergen is at the coaling camps, where a thousand men are employed. From Virgo Bay in 1897, Andree began his polar quest by balloon and in 1909 Wellman, with less fatal results. King's Bay has a better tale to tell. When Commander Byrd hopped off on his flag-dropping dash of May 9, 1926, and when two days later the rival Amundsen-Ellsworth-Nobile Expedition unmoored the "Norge" for her transpolar trip to Alaska, King's Bay, Spitsbergen, became a synonym for a lucky start.

Returning to Norway, as most of her population inhabit the principal cities, and these lie on the coastal waterways, an excellent steamer service links the entire littoral. Clean, fast boats run frequently, enabling you to cover points of interest at your convenience. However, by far the wisest way to visit the fjords and the principal cities is to engage passage on one of the numerous cruises that, in from ten days

THE FIORDS
BERGEN
INVERNESS
EDINBURGH
NORTH SEA
BELFAST
IRELAND
DUBLIN
KILLARNEY
CORK
LIVERPOOL
LAKE DISTRICT
SHAKESPEARE COUNTRY
WALES
ENGLAND
AMSTERDAM
THE HAGUE
LONDON
ANTWERP
BRUSSELS
COLOGNE
SOUTHAMPTON
CHERBOURG
HAVRE
NORMANDY
PARIS
BRITTANY
ATLANTIC OCEAN
BAY OF BISCAY
CHATEAU COUNTRY
FRANCE
BORDEAUX
LYON
RHONE VALLEY
MIDI COUNTRY
PYRENEES
MONTE CARLO
THE RIVIERA
MARSEILLES
MADRID
TOLEDO
LISBON
CINTRA
PORTUGAL
SPAIN
BARCELONA
CORSICA
BALEARIC ISLES
SARDINIA
SEVILLE
GRANADA
ST. OF GIBRALTAR
MEDITERRA

ESTHONIA
LATVIA
LITHUANIA
BALTIC SEA
RUSSIA
POLAND
SWEDEN
STOCKHOLM
COPENHAGEN
DANZIG
TO GERMANY
BERLIN
DRESDEN
PRAGUE
CZECHOSLOVAKIA
VIENNA
HUNGARY
BUDAPEST
ROUMANIA
BUKHAREST
BELGRADE
JUGOSLAVIA
BULGARIA
SOPHIA
CONSTANTINOPLE
ALBANIA
GREECE
ATHENS
NAPLES
PALERMO
BAVARIA
HAMBURG
FLORENCE

to three weeks, visit all the points of interest from the extreme south of Norway to the North Cape. The cruise to Spitsbergen made every summer is an extension of the cruise through the fjords to the North Cape and takes about a week extra.

Norway is readily accessible from England by steamer from Newcastle-on-Tyne direct to Bergen, a journey of thirty-six hours. It can also be reached conveniently from Sassnitz, north of Berlin, by a water journey of only four hours in the manner described in the chapter on Sweden on page 245. Trains for Oslo connect with the steamer at Trelleborg, arriving there after a night's journey.

If you enter Norway from the Continent the best plan is to proceed direct to Oslo, see the city, and then continue to Bergen by the mountain railway—a day's journey or overnight if you elect. The trip by day, however, is recommended because the railroad climbs over the great range that intersects the country from north to south and passes through a country that has a wild grandeur rarely equaled in any other part of the world. This railroad is one of the most wonderful engineering achievements in

Europe. From Bergen the fjords may be visited and it is from this city that the cruises up the coast to the North Cape are made.

## PORTUGAL

In contrast to Spain, the fertility of Portugal's soil is remarkable, and in vegetation it is probably the richest land in Europe. Grain, vegetables and fruits are easily cultivated, and the fisheries along the coast are scarcely surpassed in productiveness by the land.

No country in the world presents more variety in scenery than Portugal. Along the Tagus are marshes that remind one of parts of Holland; in the northern section are mountains that are almost Alpine in character, while the region of the Douro, with its vineyard terraces rising one above another, suggests the country of the Rhine.

The best way to reach Portugal is by boat from Southhampton to Lisbon, a matter of three days' run. On leaving Portugal the American traveler could go very comfortably to Madrid, a sleeping car being run between Lisbon and Madrid at least three times a week, and then, after seeing the cities of northern Spain, work south and go home

by the way of Gibraltar. This is altogether preferable to attempting to go into Portugal from Spain, and then back again, as the railroad service between southern Spain and any town in Portugal is so poor as to be practically prohibitory. The railway service in Portugal is excellent, by far ahead of Spain, and the country is full of curious and interesting places.

From Lisbon one may motor out to Cintra, where the traveler is tempted to spend several days. There, looking down on the old town from a nearly inaccessible crag, stretch the walled towers of an ancient Moorish fortress. Again, two thousand feet above the sea stands the Castello da Pena, a royal residence before King Manuel was exiled. In the town itself is a second royal palace in the Moorish style, one of the strangest palaces in Europe. Perhaps its most eccentric architectural features are the two kitchen-chimneys, huge inverted cones which entirely cap the room beneath. Another curiosity, in decoration, is a ceiling painted with magpies holding scrolls on which appears the inscription, "With good intent." But more profitable the intent of the local gardener, Nature; for the drives and walks around Cintra remain as ravish-

ing as when they drew from Byron the exclamation, "Lo, Cintra's glorious Eden!" It was expulsion from this Paradise by the present Republican regime which is believed to have broken the heart of the late Queen Maria Pia. "Then you have not seen Portugal!" she would say to strangers who had failed to visit her beloved Cintra.

Traveling north you must visit the beautiful castle of Leiria. To the southeast lies Thomar with a very wonderful group of buildings once occupied by the Knights Templar. Its medieval churches and the castle of the Order of Christ are of exceptional historic and architectural interest. In a glass casket of the curious Templar Church repose the remains of a Grand Inquisitor of Portugal.

Across the river Mondego, you come to Coimbra, where at least a day should be devoted to the great university and splendid old churches, which include a cathedral in the Byzantine style. Not far to the northeast spreads Bussaco the Incomparable, a mountain paradise embraced by miles of monastery wall. In this domain is a park-like forest composed of trees from every clime, and scattered through it are the hermitages and chapels of a former Trappist fraternity. You

stop at a Palace Hotel, which until lately was actually the home of a king. Many call it the most exquisite hotel in the world. As combined with its nonpareil setting, it seems the crown jewel of all hostelries.

Oporto, while picturesque, has no particular attraction for the tourist, being important chiefly for its commerce; but not far north are Guimaraes, with an interesting Romanesque church, and Braga, containing a fine cathedral in the florid Manueline style. However, it is the celebrated pilgrimage church, about three miles east of Braga, which everyone should see. This shrine of Bom Jesus do Monte is reached by a succession of steps bordered with a most extraordinary series of chapels.

Going southeast from Lisbon, Evora commands the most attention. It lies in a lovely country rich not only in orange, olive and fig groves, but in Roman antiquities. Generally speaking, the tourist with only limited time at his disposal will prefer to go no farther south than Evora.

## SPAIN

Spain's reputation for bad train service, difficulty of transit, inadequate hotels and

excessive heat is much worse than the country deserves. As a matter of fact, the train service is reasonably good, the hotels in the principal towns are not devoid of comfort, and in the big cities they are all that one could wish for, and because the greater part of Spain is situated on a high plateau fringed by mountains, the midsummer heat is a dry one and the nights are comfortable. In the north and central parts of Spain the winters are cold and traveling is apt to be uncomfortable prior to Easter time. Late spring and early summer are the best seasons for visiting Spain.

Of all the countries of Western Europe, Spain is easily the most primitive and picturesque. Donkeys and mules are the chief means of transport either bearing their loads in huge panniers slung over their backs or drawing them in covered carts of ancient design. The habits and customs of the people have changed little with the centuries.

Except in the districts along the coast, Spain consists of treeless upland plain and desert comparable to the country found in Wyoming, New Mexico and Arizona. There are great stretches of sun-baked plain where

grain is harvested, there is desert sand and choking dust, and there are rolling hills where olives and grapes and oranges respond to cultivation and irrigation.

If Spain is entered from the north an overnight train from Paris brings the traveler to San Sebastian in the morning, Spain's most fashionable watering place, a short distance from the French frontier. Here it is very cosmopolitan and very gay, and here the King and royal family spend a good part of August and September.

Going south, the next city worth visiting is Burgos, with its splendid cathedral, the finest Gothic edifice in Spain. Burgos was once the capital of Old Castile and, while it has shrunk in size and lost its former magnificence, the streets are filled with picturesque traffic. There are, besides the cathedral, many old churches and a few palaces of the ancient nobility which are well worth a visit.

Salamanca, a few miles off the main railroad line, is one of the most primitive, one of the least spoiled and quite the least self-conscious of the cities of the Kingdom. It possesses the finest public square of its kind in Spain, a great cathedral, many old palaces

and churches, and a market place that for activity and peasant life is not surpassed by that of any other city. It has retained more public buildings from the heyday of its glory than any other city.

Segovia, back on the main line again, is another city that for picturesque quality and its monuments of the past must not be missed. Its magnificent cathedral, majestic Alcazar, numerous medieval churches, zig-zag streets that are frequently stairways, and its most distinguishing feature, the great Roman aqueduct that stands astride the town like a Colossus, are remarkable pictures out of the past.

Avila, reached from Segovia by a round about rail journey or cross country by motor-bus, is distinguished as one of the finest walled cities of Europe. Except for its austere and massive cathedral, the city itself possesses few attractions; but its great ring of fortifications preserved intact from the middle ages give it a significance and an interest held only by the few remaining fortified cities of ancient lineage like Carcassonne and Aigues Mortes.

Madrid, except for the old section, is in

sharp contrast to the medieval towns to the north. Much of it is modern and fine and has many reminders of Paris in its public buildings, beautiful homes, wide avenues and tree-parked boulevards. Madrid is, of course, the center of the country's social life, and here is the King's imposing palace.

Toledo, sixty miles south of Madrid, is one of the most remarkable towns of Europe in its unspoiled medieval flavor. A majestic walled city set on a plateau in the middle of a desert enfolded within the tawny river Tagus. It has descended in twenty centuries from a population of 200,000 persons to about 20,000. Its rock-imbedded ramparts, its gates adorned with Moorish towers, its canyon-like streets of venerable houses, its vast cathedral begun in 1227, its remains of mosques and other public buildings from the time of the Moorish domination, create a picture that is almost without a rival on the Continent.

Cordova takes premier place with Seville and Granada as being the most interesting and picturesque of the southern Spanish cities. There is nothing in the Occident like the ancient Moorish mosque, now the cathedral,

founded in 786 by Abdurrahman I and finished two centuries later, with its forest of pillars and shafts of colored marbles of jasper, porphyry and other beautiful stone and embellished with mosaics and arabesques. The city itself in its ancient streets, its unspoiled vistas, its little squares and street fountains and its teeming marketplace, once the bull ring, is filled with delight for the traveler who is seeking the unusual and exotic.

Seville is, of course, the strikingly beautiful metropolis of Andalusia and cannot be missed. Here can be seen the most aristocratic city of the south, with its avenues of splendid Spanish homes with their palm-adorned patios, busy business thoroughfares, awning-covered streets, well-patronized cafés and old Moorish quarter. The famous cathedral with El Ghebir's Giralda, model of the wrecked old Madison Square Garden Tower in New York, is among the marvels of Spain, while the Alcazar nearby, once the palace of Moorish monarchs, is one of the three most beautiful Moorish monuments in the kingdom.

If Granada had nothing else than the Alhambra to attract the traveler, it would be

worth journeying across Spain to see, so marvelously exquisite is this incomparable Arabic palace and fortress dating from the Moorish occupation. But Granada has beauty of situation, it has the old section, which was once occupied by the aristocracy and retains its medieval character with many enchanting vistas, it has an imposing Cathedral with its impressive Royal Chapel containing the tombs of Ferdinand and Isabella and the leaden coffins lying side by side enclosing their remains, the Generalife, the summer palace of the Moorish kings, and many other buildings of interest.

Barcelona, reached from Granada by extremely slow local trains along the coast by the way of Valencia, a long and tedious journey, or by day or overnight express from Madrid, is the industrial and commercial modern capital of Spain, and her largest city. Barcelona has retained much that is old in her hoary cathedral, and early churches, but the city in general has a thoroughly modern aspect.

Ronda, on the railroad line to Algeciras and Gibraltar, is by reason of its situation one of the picture towns of Europe.

Gibraltar, reached by ferry from Algeciras, the terminus of the railroad, and too well known to need description, is not only a great rock but a considerable city as well and has many points of interest. From here or from Algeciras daily steamers run across the Mediterranean to Tangier in four hours.

Valladolid, Cadiz, Malaga, Valencia, Almeria, Tarragona and Saragossa, widely scattered and reached, some of them, by side journeys, contain little of importance for the traveler.

## SWEDEN

Sweden is easily accessible from England or the Continent. If you wish to proceed direct from England there is a Saturday weekly steamer from Newcastle-on-Tyne direct to Gothenburg, a forty-eight hour journey ending on Monday. Or an alternative route is from Newcastle to Bergen, Norway, and thence overland by rail. The favorite route, however, is by way of Sassnitz in the north of Germany aboard the large Swedish government boats across the Baltic to Trelleborg, a water journey of four hours. By this route you can leave Berlin or Hamburg early in the morning and reach Sassnitz in the after-

noon, Trelleborg at night, at which point sleepers attached to the night train meet the boat and land you in Stockholm the following morning—a twenty-four hour journey in all.

A brief tour of Sweden should include a short stay in Stockholm; a trip across Sweden by the Gota Canal to Gothenburg; a week-end visit to Dalecarlia in the center of Sweden, a few hours north of Stockholm; and a trip to the ancient walled city of Visby on the island of Gotland in the Baltic. A more extensive tour might include a trip north to Lapland where the primitive and picturesque Lapp encampments may be visited, and to the fashionable seaside resorts in the pleasant and fertile province of Skane in the extreme south of Sweden.

Stockholm is, in setting and construction, one of the most beautiful capital cities in the world. It is situated on a dozen islands in the short water courses which furnish an outlet for Lake Malaren into the Baltic and thus has a natural situation almost unequalled in Europe. On account of its numerous waterways which intersect the city it has aptly been called "The Venice of the North."

The original city, founded in the thirteenth century, occupied a small island in the middle

of two swiftly moving streams flowing into the Baltic. Later the city was forced to expand to other islands. Today it occupies a wide area on the various islands, some densely populated, others like great parks, but all connected with bridges.

It is on this original island, that the ancient houses stand. The streets are narrow and, lined with old gabled houses, wind their way down to the waterfront, where ships are in the process of loading and unloading, and the quays present a busy spectacle. On the bluff of this island facing the newer Stockholm stands the King's palace, a massive Italian Renaissance building erected nearly two centuries ago. It faces the water—almost everything faces the water in Stockholm—and in its majestic proportions it seems to express the very spirit of the North. Flanking the short bridge leading from the palace and the old city are the Houses of Parliament, and on the square at the other end of the bridge in the newer city is the Royal Opera. The modern city of orderly streets and pleasant boulevards is in sharp contrast to the old section and with its fine hotels, museums and public buildings it is a place in which to settle down comfortably and enjoy oneself for a few days.

There is much to amuse the visitor in Stockholm. The water courses that trace their devious ways here and there are throbbing with life and busy with traffic. Ferries and steamers and sail craft tie up at the quays, which are really part of the city streets, and contribute no end of activity to the scene. There are excursions by steamer to island and mainland resorts in the great lake of Malaren and the Baltic, and in the city itself there are parks and great open spaces in the less populated islands.

With Stockholm as a base one may make a number of interesting short excursions to nearby places of interest, to the island of Lovon in Lake Malaren, where the King's palace of Drottningholm is situated; to Gripsholm, one of the finest castles in Sweden, situated on the lovely bay of Mariefred; to Upsala, the "Swedish Oxford," rich in historical associations; to Stokloster Castle, which possesses magnificent Gobelin tapestries and one of the most unusual collections of arms in Europe; to the impressive Alvkarleby Falls; and to Vaxholm Island, a delightful resort on the Baltic.

The journey across Sweden via the Gota Canal takes the traveler through the heart of

Sweden giving him an intimate view of Swedish rural life. In the passage of the lakes and waterways that comprise the Gota Canal you cruise for two hundred and forty miles through the most interesting sections of Sweden, past delightful villages, spotlessly clean, dominated by old grey churches built many centuries ago and past imposing ruins and medieval castles. Passing through seventy locks on the journey the traveler literally climbs up hill by water to a height of nearly 300 feet. Among other things Lake Vanern, the largest lake in Europe outside of Russia, is traversed. The cruise is made in two days and a half by comfortable passenger steamers.

Seven or eight hours' journey northeast from Stockholm lies the province of Dalecarlia, the country folk of which still wear the costumes of their forefathers. On the shores of beautiful Lake Siljan cluster the towns and villages to whose churches come the peasants from the surrounding country arrayed in their strikingly colorful costumes. The scene presented in these communities on Sundays and holidays when the national costume is worn bears every resemblance to an operatic setting. Rattvik and Leksand are the principal towns of the province and it is to

these pretty little cities that the visitor should go to see the quaintly dressed country and townsfolk arrive at church, chat in groups when the service is over, and stroll through the streets during the afternoon. The other towns on or near the lake are Orsa, Ore, Boda, Al, Gagnef and Mora, each with its tributary countryside and each with its own distinctive costume varying slightly in bonnet, bodice or skirt so that it instantly identifies the locality of the wearer.

Those in search of the medieval will find it in Gotland, an island lying off the coast of Sweden south of Stockholm and reached from it by rail and steamer in eleven hours. Here is the ancient town of Visby, walled by its ancient ramparts, a peaceful hamlet today dreaming of its past preëminence and glory. In the middle ages Visby was one of the most important bases of the Hanseatic League. As the chief Baltic station it was one of the richest trading ports in Europe and for its defense the citizens surrounded the town with great fortifications. These massive ramparts date from the thirteenth century and completely encircle the city. Two and a half miles long they were defended by thirty-eight great towers which arise from the walls still in

good preservation. Within is the old town, its ruined church and ancient houses occupied by the peaceful townfolk of the present day, visualizing for the visitor the atmosphere of the past.

## SWITZERLAND

Many Americans, asserting that they have viewed the most magnificent mountain scenery in the world in their own country such as the Adirondacks, the Rockies, the Alleghenies, express little interest in anticipation of a visit to Switzerland. These good people should know that the scenery of Switzerland and that of the Canadian Rockies for example, while both remarkable in their grandeur and equally inspiring, are entirely different. Switzerland is unlike anything but itself. Its scenery combines in a remarkable way the wild and the cultivated. The contrasts presented in the wonderful turquoise-colored lakes, neat closely cropped meadows of the valleys, resembling patchwork quilts, with picturesque nestling villages or isolated chalets immaculate in their tidiness, stupendous crags of towering mountains with their background of snow-capped peaks, make a picturesqueness that is individually its own.

Switzerland is the park-like playground of Europe. Its art and architecture are of no consequence, but in scenery it is pre-eminent. Its hotels are the best and most reasonable on the Continent, and it makes a specialty of catering to the tourist. In no other country may a vacation be more profitably spent. It is a paradise for the pedestrian, and the various mountain trips may best be taken on foot. The distinctive type of Swiss house, or chalet, adds much to the general composition of almost every view. There are beautiful lakes, towering peaks, glaciers, forests of pine, and the highways and foot paths are kept in the best condition. As in Holland, there is in Switzerland a number of different methods of transportation. Steam railways, now rapidly being electrified, of course, intersect the country; on every lake plies a line of good steamers; funicular railways climb the highest peaks; and there are numerous electric lines.

Like ancient Gaul Switzerland is divided into three parts—French Switzerland in the southwest, German Switzerland in the north and east and Italian Switzerland in the south.

If you enter Switzerland from France your visit will first be made to the French section of which Geneva might be called the capital

city. At one end of Lake Geneva lies this city, the home of Calvin—his house and the church in which he preached are still there—and the seat of the League of Nations. Not far away nestling on the north shore of the lake are scattered the favorite towns of this section. Lausanne, a considerable city, beautifully situated and an educational center of great importance, Vevey and Montreux gay and beautiful, the nearby Castle of Chillon lending especial interest to a visit there. While in this section you will want to visit Zermatt for its marvelous view of the majestic Matterhorn and continue perhaps to Chamonix across the border in France, which lies at the foot of Mont Blanc, and the best place from which to view and ascend this titan of the Alps.

From Lake Geneva you proceed to Berne, the capital of Switzerland, and its most picturesque large city, stopping off, if you are fond of towns of ancient lineage, at the university city of Fribourg a place of medieval flavor. From Berne, and you are now in German Switzerland, you will travel via the picturesque Loetschberg railway to the region of beautiful Lake Thun with Interlaken at the southern end, famous for its gayety and

hotels. It is a lively place and the chief point of the famous Bernese Oberland district. From here the most wonderful excursions by foot or rail can be made, the crowning feature being the round trip to the Jungfrau, 13,750 feet high. The picturesqueness of Lauterbrunnen hidden away in its exquisite valley, Murren with its gorgeous view over rolling mountains and stupendous glaciers, and the glacier village of Grindelwald are within a short radius.

A few hours away stands Lucerne with a serenity born of past centuries on its Lake of the Four Cantons and on the shores of which, almost at hand, are the Rigi and the Pilatus which tourists have been ascending for several generations. In the succession of important places Zurich comes next, one and one-half hours away by rail, the center of the commercial and industrial life of the Republic and hardly less important as an educational center —a fine cheerful town with many quaint corners.

To the southwest five to six hours by rail and nestling a mile high and yet beneath lofty peaks are the famous spots of the Grisons—Davos, St. Moritz, Pontresina and the well known spa of Tarasp-Vulpera, the variety and

medicinal values of whose waters are not surpassed by those of any other watering place. South from Zurich, reached via the famous St. Gothard route renowned for its scenic grandeur, or accessible from the resorts of the Grisons by diligence routes, lies Italian Switzerland—better known as the Swiss-Italian Lake district. Here at the north end of the lakes are the exquisitely set towns of Lugano a veritable paradise of flowers basking in perennial sunshine and Locarno with its ancient monastery perched dizzily up the mountain side.

There are other places worth visiting to be sure—many of them—a description of which would fill a book, but this brief mention of the more outstanding will give an idea of the sequence of the more important places and the distances so relatively short between them. Most places are accessible by rail and the lakes are most enjoyably covered by the many splendid boats that ply on their waters and run on frequent schedules in connection with the trains.

There are several ways of seeing Switzerland but life does not hold many keener pleasures than a walking tour among the mountains. With rucksacks on back, and lug-

gage (not too much of it) sent ahead or following by post, the traveler is free to live an open air life and wander on from place to place just where fancy dictates. At the end of the day's journey a comfortable inn is sure to be found.

Should, however, time be too limited or powers not equal to walking, there are always the trains to fall back upon. And once off the main lines, the Swiss trains are not like our own but are holiday affairs, mostly electric, and run to the most inaccessible places.

A very practical way of seeing the country is by foot and rail. In this way interesting combination tours can be worked out. Also, if the lines are used as a kind of magic carpet for transport from one part of the country to another where walking can be resumed an immense lot of Switzerland can be seen in a comparatively short time.

Lately some of the finest built Alpine routes and some of the most exquisite mountain scenes have been thrown open to automobiles. Motor car diligence services are maintained by the Swiss Postal Administration. In the old days these services where operated almost exclusively in the lower districts but now they open up vistas of Swiss life in the highest

altitudes. These services link up with each other in a most convenient manner so that comprehensive tours can be worked out. It is now possible for example to travel by motor diligence over the Simplon, stay for lunch at the hospice, 6,562 feet up, and descend to Brigue in the Rhone Valley in the afternoon. The Klausenpas can be climbed by car and the St. Gothard from Airolo to Andermatt may be crossed. Here the choice of extending the trip in two directions is offered. The steep climb, in wide curves, up to the Oberalp Pass and on to Disentis may be taken; or via Hospental and Realp, the Furka Pass to Gletsch can be ascended. From here the journey may be continued over the Grimsel at a height of nearly 8,000 feet, and along what is called the Grimsel Road, one of the most dramatically engineered routes of Switzerland. The drive is through wild and sensational mountain scenery till the Handeck Waterfall is reached and continues on through the far famed Hasli Valley to Meiringen.

These diligence motor cars can also be taken from St. Moritz over the beautiful Maloya Pass in the direction of Italy to Castasegna and Chiavenna. Another long route is from Thusis over the St. Bernardino Pass, 6,760

feet high, to Mesocco, and an interesting trip is from Schuls, in the Lower Engadine, into the Tyrol country.

Switzerland is essentially a country of modernized cities and up-to-date mountain and lake resorts. However something of the medieval remains everywhere and a few small towns have altogether resisted the march of progress. In the Gruyéres Valley, north of Montreux, for example, lies Gruyéres which is one of the picture towns of Europe and the principal village of the district famous for its cheese. This diminutive town capping a hill and unchanged for centuries has all the aspects of a medieval stronghold. It is a tiny municipality consisting of but one plaza-like street surrounded by its ancient walls dominated at one end by a castle where for centuries the Counts of Gruyéres administered law and justice for the surrounding country. To the north on the Lake of Morat lies the ancient town of Morat, a fascinating little city almost completely encircled by mellow old galleried walls which look down upon arcaded streets and gabled houses of the Middle Ages. And up in the north above Zurich, not far from Schaffhausen on the Rhine, nestles Stein-am-Rhein, a picturesque village

clinging to the edge of the river with an ancient monastery that existed centuries before the Reformation and quaint gabled houses with richly painted walls. If the medieval intrigues your fancy you will not be disappointed if you take the time to pay a brief visit to these ancient strongholds that retain to this day all the atmosphere of the past.

## V

## SHOPPING ABROAD

SHOPPING abroad offers a problem to the traveler that is rarely, if ever, found on this side of the water; shoppers are expected to buy and not merely to "shop," as is the custom in America. The shops are for the purpose of selling goods to people who know what they want before they start from home, and not for the purpose of displaying attractive things which the shopper doesn't dream of buying until he sees them. Especially is this true in England.

Of late years, however, certain well known shops in London which enjoy the largest American patronage have allowed a general inspection of what they hope to tempt the tourist with; but in many British stores the shopper still is expected to make a purchase, whether the article found there suits him or not. But, of course, this is not true of the large establishments, such as Selfridge's, Harrod's, and the like, where tolerance of the mere "shopper"—as distinct from the would-

be purchaser—are as readily encountered as in any large store in New York or Chicago.

WHERE TO BUY

*Amber*

Naples and Rome. The Italians make good use of their sea products, and they know how to get for them their commercial worth. Although native Italians still cling to a superstitious belief in the healing quality of this rich, amphibious fossil, they are not averse to selling their surplus supply to visiting foreigners.

*Antiques*

Many of the cities of Europe, and indeed the towns as well, comprise a happy hunting ground for people in search of antiques. Old furniture, jewelry and embroideries can frequently be picked up for a fraction of their cost at home and such articles a hundred years old or more are allowed to pass into United States free of duty. There is, of course, a vast amount of spurious stuff in Europe that is represented as being genuine and great caution must be exercised in buying. It is, therefore, well to know your dealer. Since

this caution, however, applies with almost equal force to dealers the world over, instead of generalizing any further, it is particularly advised that, when you do buy, you apply to some forwarding company to handle the packing, shipping, etc. Ask your tourist agency whom to approach, and ship your stuff to the dock you sail from.

Because, by heritage or by adoption, our traditions are English and things of Anglo-Saxon origin seem best to fit our civilization, English furniture is most in demand and England will remain the favorite place in which to buy antique articles especially since no export license is required nor duty assessed. If you bring home with you any considerable quantity of material it is well to go to one of the United States Consulates and secure a consular invoice on which you will enumerate the material you are bringing out and swear that to your knowledge and belief it is at least a hundred years old. This will simplify matters greatly in making your way through the American Customs.

*Artificial Flowers*

Paris. The making of these counterfeits of nature has been perfected in Paris, and

nowhere else can such beautiful, natural imitations be found. nor such lovely adaptations of the real flowers, in gold, in silver, in fur, in whatever material happens to be the fantasy of the moment.

*Cameos*

Venice and other Italian cities. Italy is helped in the present day manufacture of these quaint cut ornaments by the wonderful antique examples in her museums. The art sense is by no means dead in Italy, and her workmen have still an unerring instinct for the good in design. Moreover they are skilful enough to reproduce the ancient models faithfully.

*China Ware and Pottery.*

In the cities famous for their special brands; English makes in London, Delft and other Dutch wares in Holland, Dresden ware in Germany. Nearly every one of the European countries has been at one time noted for its particular make of porcelain or pottery. Most of these national industries have been either revived or continued, and while authentic old specimens may be both rare and costly, good modern replicas are everywhere

to be had, so that the traveler who has a fondness for any special sort can find it.

There are also interesting potteries of more recent introduction sold in special districts. Devonshire in England has its native ware distinguished by a good Morris green. The peasant pottery of Brittany is justly celebrated for its decorative naïveté. Paris itself has an up-to-date and very artistic *grés* invented by the modern craftsmen and used for all sorts of house ornaments such as electric light stands, flower pots, even the more delicate toilet table necessities.

*Cigars*

Holland and Belgium. Both countries having tobacco growing dependencies can and do produce for their home markets brands of cigars which the tourist smoker will be overjoyed to find, after the absurd pencil "stogies" of Italy and the unbelievably poor tobacco of France.

*Clothes*

Women's, Paris. Men's, London. Both cities have for so long held supremacy in their respective fields that their special offerings are common tourist knowledge. In general,

women's gowns, both for street and indoor wear, are best bought in Paris. All the Paris department stores keep excellent ready-made models, and the Parisian dressmakers who will create a costume on short notice are legion. Their establishments are to be found over the whole city, the most expensive and the most original being those of the Place Vendome quarter, the cheaper houses scattered through the less central districts. All of them do their work for less relatively than would dressmakers of their class in America.

Dress goods and millinery and ladies' tailors and dressmakers and everything that appeals in one way or another to Milady Fashionable seem to be indigenous to France. Paris is the Capital of Style in women's clothes and from there are flashed around the world the ikons and edicts that women must wear certain things certain ways this spring or next fall if they would even be glanced at by their neighbors. It is scarcely necessary to say that women's wearing apparel is cheap or expensive in Paris, according to where it is bought or who makes it. The workmanship and style vary but little among the reliable dressmakers.

Clothes, gloves, leather goods, cutlery,

china, silver and silks may all be bought in London at the lowest prices; not as low as before the days of the war, but still very low indeed. Oxford Street, Regent Street, Bond Street and Piccadilly are the fashionable shopping centers. Over there they call a dry-goods store a "drapery," department stores "the stores."

Unless you go to some of the fashionable tailors on Piccadilly or Bond Street you will not have to pay more than from $40 to $50 for a sack suit, made to order of the best cloth. A full dress or Tuxedo suit (coat and trousers) made to order of the best material —which would cost no less than $100 to $150 in America—will cost from $45 to $75. But English tailors as a rule unless you specify to the contrary make an English cut suit, differing widely from the accepted styles of men's clothes in America. Most tailors, however, will give you either an American or an English cut, according to your wish, for the same price. English sports clothes and sporting requisites are unexcelled.

*Coral*

Naples and the small Italian coast towns. Coral, like amber, is a staple article of sale

in Italy, and Italian workmen have arrived at treating this pretty sea product to an astonishing degree of decoration. It is made into every conceivable ornament and sold for every possible price, depending somewhat on the tourist's knowledge of Italian trade methods. In Italy one may still bargain for an article considered by the buyer too high, and the price may thus be brought down to as little as half the original figure. At any rate it does no harm to assume a lukewarm interest in whatever is offered, for that attitude will often have quite as good an effect in lowering prices as any amount of haggling.

In purchasing the shopper must be very wary. Spurious articles are forced upon the customer every way he turns. Usually the original price is doubled by the salesman upon the first asking, and, except in the most reputable shops, you will be paying more than the article is worth if you succeed in cutting his price in two. All corals of the first water, whether beads or in setting, which are sold in Italy, come from Japan. But the cheaper and inferior corals found in Italian waters can be "doctored" and made to look suspiciously like Japanese corals. It is wise to seek the advice of someone familiar with

the different species before purchasing, else milady will wonder, when the weather becomes warm, where the pink paint on the collar of her shirtwaist came from. It is not wise in Italy to buy anything in the presence of a guide nor upon the recommendation of the hotel *concierge*. There is an old proverb about "honesty among thieves," and these fellows never fail to receive their commissions, on your purchases from the dealer, all of which comes out of your pocket.

*Cutlery*

London and German cities.

*Diamonds*

Amsterdam and Milan.

*Dress Goods*

London, Paris and Switzerland. Woolen stuffs can nowhere be bought to such good advantage as in England. Suitings of all sorts, but especially the English and Scotch mixtures and the Irish home-spuns, are of wonderful wearing qualities and good appearance. Their prices are not high. Lighter weight materials, like silk, lawns and prints, are best in France and Switzerland, since both

countries manufacture them. There are some print mills also in the disputed Alsace territory, famed for the fresh and dainty colors and the pretty designs of their cotton prints. These plants all feed the markets of the nearby large cities, where a wide assortment of lovely materials can always be found.

*Embroideries*

Germany, Czecho-Slovakia, Switzerland, Belgium and France. All handwork is amazingly cheap on the Continent, and the tourist is continually agreeably surprised at the small charge made for embroidery and lace. Much of the work in the countries where these trimmings are to be had is done by the peasants in their leisure time, and since it is looked upon by them largely as a pastime, they are satisfied with small profits.

In Germany may be found the most exquisite embroideries, done during the winter months by the women of the country districts. After working in the fields all summer it would seem the natural thing for a German woman to do, to putter about the kitchen in winter and attend to the thousand and one household duties that must needs suffer more or less while she lends a hand in reaping the

harvest. So she does, too, but she also finds time to do a little fancy work. The women folk of whole districts work together all winter to supply this or that Berlin or Dresden or Munich merchant with beautiful needlework. Once an observant traveler saw in Berlin the most wonderful tablecloth, almost wholly covered with exquisite white embroidery. The price was 400 marks—pre-war marks. The German women are also noted for a very effective style of linen drawn work, not flimsy and unserviceable like the Mexican work, although less delicate in design. The peasant embroideries of Czecho-Slovakia have been enjoying increasing popularity during the last few years.

*Engravings and Reproductions*

Berlin, Dresden and Munich. Germany is the home *par excellence* of modern color printing, though for work of the very first rank, for elaborate *editions de luxe,* France is a close second. Most of the artistic picture post cards sold everywhere on the Continent are printed in Germany. So too are the admirable color reproductions of the celebrated paintings in the picture galleries. The dexterous Germans have invented a color reproduction which they print on canvas, and

which comes very near to being a facsimile of the original.

*Filigree Work in Gold and Silver*

Genoa, Florence and other North Italian cities. In this work, as in the making of cameos, the Italian jewelers have had many wonderful models to copy, only these models are even older, for many of them are of Etruscan origin. The delicate scrolls, with their little accents of polished knobs, are essentially Etruscan in spirit, and may even be of Greek inspiration. This particular work is very lovely in gold, but much of it is also effectively reproduced in oxidized silver in combination with stones of good contrasting colors, like lapis lazuli, agate, turquoise, and coral.

*Furs*

Berlin, Paris, and Scandinavian cities. The countries of Northern Europe, being nearer the base of supplies, offer the best buying centers for furs. Fur garments, however, are naturally not so modishly made there as in Paris, and the tourist who contemplates investing in furs may find it an advantage to buy the dressed skins in Norway or Sweden,

for instance, and take them to Paris or bring them home to be made up. Parisian ingenuity can do wonders with fur, which is there combined with unfailing skill with every other known material from lace and chiffon, to velvet and broadcloth. A considerable saving in duty however is effected by bringing home the dressed skins to be made up here since the duty on furs in this condition is much less than on made up pieces.

*Gloves*

London, Paris, Brussels and the large Italian cities. The styles of gloves vary very much in different countries. For gloves intended for street wear no one can do better than to buy in London. Dress gloves can be bought better in Paris and in Brussels than in London. Long gloves, more particularly the soft suedes, are cheap, according to American standards, in both places. The glacé gloves are of pliable kid and pleasant to wear. The French make an uncommonly durable silk glove which is a good investment, and both English and French make sturdy fabric gloves of excellent quality and at low prices. The gloves of Italy have the reputation of wearing badly, but as they are sold for very little this defect may be overlooked.

*Hats*

Women's, Paris. Men's, London. The same advice holds good in respect to the headgear of men and women as to their other wearing apparel. American men's hats are not unknown abroad, and if a man has a preference for a special make, he can most likely find it in the larger cities. England certainly sets the fashion in men's, France in women's millinery. Men's hats and clothing are very expensive in France and their styles are not always suited to Americans.

*Inlaid Work*

The Turkish bazaars are the most interesting shopping districts throughout the Balkan States. Useful and ornamental brass and copper articles, inlaid with gold or silver, sell at very reasonable prices; and the student of Oriental rugs may pick up a creditable Anatolian now and then for comparatively nothing—but it takes a student to tell the difference between a good piece and a poor one.

*Ivories*

Brussels. Belgium has a permanent ivory producing field to draw from in her Congo possessions: consequently her shops show a

large assortment of ivory objects. They are sometimes as skilfully carved as if they were Japanese. Many small ivory souvenirs at attractive prices are everywhere seen, some of them simply ornaments, some of them having a possible use, like the tiny sets of ivory dominoes.

*Jewelry*

Paris, Milan, Geneva, Lucerne and many of the southern German cities. In no other sort of decoration has the modern art movement taken such a firm hold as in the making of jewelry. No other designs are employed nowadays by Continental jewelers, except reproductions of accepted old settings. The *art nouveau* seems peculiarly suited to ornaments, and, while the Germans, Swiss and French manners of developing it vary greatly, all these countries have come to utilize it. The good jewelry of Paris is expensive, but very choice. The best is made by genuine artists. The cheap Parisian jewelry is often very pretty and the enamels wear well enough to warrant their purchase. You can buy all you wish of it along the Rue de Rivoli and in the courtyard of the old Palais Royal.

The Swiss and German modern designs are sometimes a bit extreme and occasionally meaningless, but on the whole both countries make interesting pins, chains, belt buckles and hair ornaments. The enamels are especially good. Italian jewelry is more affected by traditions than is that of the northern countries. Milan has a glittering array of jewelry shops in its fine arcade.

*Lace*

Brussels, Paris, Venice, Malta, Seville and Ireland. All of these countries have laces as distinctive as their languages, and the tourist who knows the makes will revel in the beautiful modern work. In some places the lace industry has continued without interruption during the five or six centuries since lace was first introduced into Europe. In others it has been allowed to lapse and has then been revived, sometimes through the philanthropic enterprise of a society interested in the arts of the land. In Ireland, in France and in Italy such societies, all under very aristocratic patronage, have been instrumental in re-creating a lace industry among the peasants, thus preserving a distinctly national employment. Lace in Europe is not relatively expensive,

and occasionally very lovely and rare pieces can be picked up in second hand shops by any one who is a good judge of laces.

The most fashionable and expensive shops in Brussels, carrying goods of a general character, are to be found in the Rue de la Madeline and the Rue Royal, while other good ones hold forth in the Boulevard Anspach, Rue Neuve and Rue des Fripiers.

*Leather Goods*

London. English people travel more than any other Europeans, which may perhaps account for the fact that all the appurtenances of traveling are better made there than on the Continent. Trunks, hampers, traveling bags, the characteristic tea basket, hand-bags, rugs, hold-alls, even the smallest necessities for the trunk or the bag—these are things to be purchased in London. Under no circumstances waste your money in the purchase of a "second-hand" trunk or hand-bag. Establishments selling these attractive looking articles are scattered over London. In almost every instance their goods are made of inferior leather and put together in a hap-hazard, perfunctory manner which permits them to stand up well only under the sign on the sidewalk.

*Linens*

Germany and Ireland. Although these two countries offer a larger assortment of linens, this ancient and durable material may be had almost anywhere in Europe at small cost. The humblest households use linen sheets, and linen laces are abundant everywhere. Hand looms are still in use in obscure places, and the linens thus made are as lasting an investment as are diamonds.

*Mosaics*

Venice, Florence and Rome. All Italians excel in the making of mosaics. It is only a modern continuation of a very old Roman craft, but today it is applied to small objects for personal adornment as well as to larger pieces of furniture for household use. Many lovely brooches, belt buckles and hair ornaments may be bought everywhere in Italy, done in beautiful mosaic. Unfortunately they are seldom mounted in either gold or silver, and, in wearing, the settings soon become tarnished. However, since the mosaics themselves are so good, and often artistically done, they repay remounting.

*Pearls*

Rome and Florence.

*Pipes*

Meerschaum, Vienna and Budapest. Briar, London. It is well to look for any article in the land where it is used most, and the favorite pipe of the native is apt to be the best. So, of course, the meerschaum will be found as an inevitable accompaniment in beer-drinking lands. The Englishman's short briar pipe is another national institution.

*Roman Antiquities in Jewelry, etc.*

Rome and Naples. Southern Italy, since its recently made explorations, has been quick to see the commercial value of antique reproductions. They are made with discrimination and skill, and are therefore not a bad souvenir investment.

*Silks*

London, Paris, Lyons and Milan. All of these cities sell dependable silks and this is a material which can be had much more reasonably in Europe than in America. Certain places, like Lyons, are noted for nothing else. The silk industry of Lyons is now some 500

years old and yet that city still holds first place in the quality and range of its silk products.

*Silverware and Sheffield Plate*

London.

*Shoes*

For Americans, only the large cities. American shoes have gained a certain reputation abroad, and many Europeans wear them in preference to any others. For this reason agencies for well-known American makes can be found in most of the large cities. English shoes come nearer in form to those worn by Americans, but they are not so well finished, except when made to order. English made-to-order shoes are excellent in quality and workmanship and are considerably cheaper than the similar product in America. French shoes are quite impossible for an American foot.

*Tobacco*

Either the familar American brands, or some equally good English tobacco, can now be bought in practically all the larger cities of Europe. So, due to the fact that most Euro-

pean countries have an almost prohibitive duty on tobacco of all sorts, the inveterate smoker will find it wiser to meet only his immediate needs when buying his cigarettes or tobacco.

*Toilet Articles*

Paris and throughout Germany. These are things which properly come under the elastic title of *nouveautés de Paris,* and which Paris makes to perfection, putting into their conception and finish the fullness of French ingenuity and French taste. Germany follows the French designs.

*Tortoise Shell*

Naples and Rome. This is another sea product most adroitly treated in southern Italy. It is made up into every conceivable small article for human use, including lamp and candle shades.

*Turquoise*

Paris, Vienna, Rome and Florence. Practically all the turquoise sold in Europe, either mounted or unmounted, comes from Persia. Certain cities are the favorite clearing places of the small dealers who traffic in these pretty stones, and they are the places whose jewelers

have a special fondness for the warm and sympathetic Eastern blue, and who know how most becomingly to cut and mount the stones.

*Umbrellas*

Cologne and other German cities, Milan, Switzerland and England.

*Underwear*

Silk, Milan and Paris. Woolen, Edinburgh and Glasgow. Silk is a material which permits of elaboration, hence its more frequent use among the Latins than wool, for underclothing. The underwear of France, Belgium and Italy is most often of silk, both of good quality and good style. The woolens of England are unquestionably better than those of the Continent, though it must be confessed they are more practical than beautiful in cut.

*Walking Sticks*

London. England is the home of the cane. It is as necessary to an Englishman's comfort as his pipe. Therefore, although walking sticks are everywhere sold, they are nowhere so "smart" as in London.

*Watches*

Lucerne and Geneva. Swiss watches need no introduction to travelers: their merited renown is of too long standing. They are sold by all jewelers of all lands, but, of course, the logical place to buy them and the cheapest is where they are made.

*Waterproofs*

London. This provision for rain the English do allow. They make waterproofs almost as well as they do cloth suits, and their rubber-growing colonies provide them with an inexhaustable supply of genuine rubber of a surprising wearing quality.

*Wood-carving*

Switzerland, the Black Forest, Norway and Sweden, the Harz Mountains, Sorrento. This is a handicraft which, like the feminine lace-making, has not been permitted to lapse in Europe. Carving wood is how the Swiss peasants spend their spare time and the results of their labors—book racks and cuckoo clocks and salad tools and nut crackers and furniture *ad infinitum*—compose the stock-in-trade of a number of shops in every town and city.

*Miscellaneous*

Paris has, in addition to her many regular stores, a sort of magnified Old Curiosity Shop, where all manner of curious second-hand things may be bought, such as old draperies, jewelry, brass, clothing, fans, rugs, trinkets—in fact, almost anything that you may desire to purchase. This permanent sale is held in the so-called Temple in one of the poorest sections of the city. It is quite freely patronized by art students and is well worth visiting, as much for its curious interest as for the chance of picking up desirable bargains.

## VI

## CUSTOMS ON RETURN

SOME days before landing in America, each passenger will be handed a numbered form entitled Baggage Declaration and Entry. This need not put a damper on your last hours at sea. Passing through the customs is not necessarily an ordeal. The blank form calls for the following simple data: Your name and address, status as an American citizen or alien, the date you sailed for Europe with the name of the steamer, an enumeration of your baggage and a list of your purchases with the prices paid therefor, preferably computed in dollars and cents. Where this information should be entered, is indicated on the form. On the reverse are numerous instructions relating to the tariff. When first read on shipboard these directions seem a mass of contradictions. In substance, however, they state that returning residents, that is, Americans returning home from a trip abroad, need not pay duty on $100 worth of articles obtained by gift or purchase while

away, but must nevertheless declare them all. On the other hand, American citizens who have lived abroad for a continuous period of three years or more may bring into the country all their household and personal effects free of duty. In their case, proof of foreign residence and invoices of household goods are in order. A third set of regulations pertains to subjects of foreign countries. For them the exemption extends to all necessary wearing apparel, articles of personal adornment and similar effects, without limitation as to value, if actually owned by them and intended for their use.

The average traveler comes under the category of Returning Resident. His or her allowance, limited to $100, has been ruled to cover any and all articles acquired abroad for personal or household use or as souvenirs or curios, provided they have not been bought on commission or are not intended for sale. This rule releases from the dutiable class dress goods, which formerly were taxable even when their value fell within the allowance. As heretofore, there is no assessment on clothing, jewelry or toilet articles except on that part of their total cost which may exceed

$100. There also is direct provision that in addition to the allowance, 50 cigars or 300 cigarettes or 3 pounds of smoking tobacco may be brought in duty free but must be declared, while spirits, many plants, certain furs and feathers are entirely prohibited. (See for full detail Article 13 at the close of this section.) The main thing you must not forget is to enter every purchase of any sort with its cost, though objections are seldom raised when items of trifling value are lumped as "Incidentals—$7" or whatever the sum may be. In other words, the bona fide resident of the United States must account in writing for everything he or she did not personally carry away from America, whether the articles are dutiable or not. The law is very explicit on that point.

After this declaration has been signed by the passenger, it should be delivered, either in person or through the room steward, to the purser of the ship. He will detach the numbered stub, called Identification Coupon, and return it to the passenger. Its presentation at the chief customs inspector's desk on the dock will entitle the passenger to have an inspector detailed to examine his baggage.

All customs declarations, properly made out, must be in the hands of the purser before the ship reaches the Quarantine Station at the entrance to New York harbor. At this point customs officers will board the ship, examine her "papers," and take over the customs declarations from the purser.

The ship's stewards will take your stateroom baggage off the ship and place it upon the dock near the standard or placard which bears in bold relief the initial of your last name. Baggage consigned to the hold of the ship will be slower in making its appearance. Therefore, travel with as few pieces as possible, and these of such size as may be easily put in the stateroom.

After seeing that *all* your baggage has been brought ashore and assembled near your initial, known as Letter, but *not until then*, the time will be ripe to fall in line before the chief inspector's desk. When your turn comes, hand over your stub and acknowledge your signature on your declaration. The first free inspector will be detailed to follow you to your pile of baggage. If your declaration shows more than $100 worth of purchases, do not be foolish enough to offer the inspector

even a cigar, as a play for leniency. Any gratuity looks bad on the face of it and becomes, technically, an act of bribery, punishable by fine and imprisonment.

To expedite the inspection of baggage, the wise traveler packs all his foreign purchases on top where they may be easily handled and examined by the inspector. Assist him in every way possible, and you will be treated with consideration. If you lead him, on the contrary, to baggage that is short a single piece, your carelessness will antagonize him and occasion unpleasantness as well as loss of time.

Dutiable articles will be laid aside by the inspector until he can call an appraiser to determine the duty to be paid upon each. This must be settled in *cash* at the collector's window before the articles may be repacked. Though baggage may be left on the pier for twenty-four hours to enable the passenger to procure sufficient cash for payment of duties, this obviously is a situation to be avoided. It has marred many a home-coming.

Have on hand, therefore, enough cash to cover duty on articles exceeding the $100 exemption. It is also well to have available

receipted bills proving the cost of items which you *know* are dutiable within the law.

Valuable articles of foreign make brought into this country, but upon which duty has once been paid, had better be registered in America before being taken abroad, so that there will be no dispute about their free entry when the owner returns from Europe. This applies especially to high-priced furs, even furs purchased in America, unless you carry proof to that effect. Owing to an international agreement, coats made of Alaskan seal purchased abroad cannot be brought into America under any circumstances. Before taking a sealskin coat abroad it must be registered in America at the proposed port of re-entry.

The privilege to demand a re-appraisement is extended to any passenger dissatisfied with the value placed upon dutiable articles by the appraiser, and the application for such should be made immediately to the officer in charge on the pier. If this procedure is not practicable, the articles may be left in the care of the customs officials and application for re-appraisement made in writing to the

collector at the Customs House within two days after the original examination.

Since the United States customs will be about the last exigency encountered by the European tourist, a reprint of the latest United States customs regulations may be used appropriately to close this section.

PASSENGER WILL READ THESE INSTRUCTIONS CAREFULLY BEFORE FILLING OUT DECLARATION ON FACE OF THIS SHEET.

1. A declaration is required of every passenger; but the senior member of a family may declare for the entire family, including servants traveling with them, if all are residents of the same country, and have their baggage placed under the same letter on the pier. Members of your family who have made separate declarations must not be included or mentioned in this declaration. Your baggage will not be examined until you have prepared and delivered to the customs officers a declaration on this form.

2. Penalties Under Tariff Act of 1922.—Section 497 provides: "Any article not included in the declaration and entry as made, and, before examination of the baggage was begun, not mentioned in writing by such person, if written declaration and entry was required, or orally, if written declaration and entry was not required, shall be subject to forfeiture, and such person shall be liable to a penalty equal to the value of such article."

*All Articles Acquired Abroad Must Be Declared.* The fact that wearing apparel and other personal effects so acquired have been worn or are in use

does not relieve passengers from the necessity of declaring the same.

Section 593 provides: "If any person knowingly and willfully, with intent to defraud the revenue of the United States, smuggles, or clandestinely introduces, into the United States any merchandise which should have been invoiced, or makes out or passes, or attempts to pass, through the customhouse any false, forged or fraudulent invoice, every such person, his, her, or their aiders and abettors, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not exceeding $5,000, or imprisoned for any term of time not exceeding two years, or both, at the discretion of the court."

These specific provisions of law will be rigidly enforced. The willful failure to declare dutiable articles will result in their seizure and forfeiture, and will subject the passenger in whose baggage or upon whose person they are found to criminal prosecution. The offering of gratuities or bribes to customs officers is a violation of the law and subjects both passenger and customs officer to fine and imprisonment.

3. Residence.—Persons arriving in the United States are divided as follows: (a) Returning residents of the United States; and (b) all persons other than returning residents of the United States; and their declarations must be made accordingly. Citizens of the United States shall be deemed to be returning residents of the United States, unless they present satisfactory evidence that they have given up their residence in the United States and have acquired an actual bona fide residence in a foreign country. Residence of a wife follows that of her husband and the residence of a minor child that of its parents.

4. *Returning residents of the United States must declare all articles obtained abroad in any manner.*—

This includes articles obtained by purchase, gift, exchange, or otherwise; articles worn or carried on the person as well as those in the baggage; used articles as well as new; and trunks and other containers obtained abroad. Commissions for others and articles intended directly or indirectly for sale must be so described in the declaration. Articles which may be included in the $100 exemption must not be omitted from the declaration. The actual cost of repairs or alterations made abroad on any article taken out of the United States must be declared. Personal or household effects returned in the same condition shall be admitted free of duty upon their identity being established, provided that such articles as were obtained abroad on a previous trip were properly declared when originally imported.

5. All persons other than returning residents of the United States may bring in free of duty necessary and appropriate wearing apparel, articles of personal adornment, toilet articles, and similar personal effects, without limitation as to value, actually owned by them and intended for their own wear and use. All other articles in their baggage or on their person must be declared. Household effects, foodstuffs, cigars, cigarettes, tobacco, plants and plant products, tools of trade, articles owned by others or intended for others or for sale or for business or professional use are among the items required to be declared. All jewelry and similar articles of personal adornment having a value of $300 or more brought in by a nonresident, if sold within three years after the date of the arrival of such person in the United States, will be liable to duty at the rate or rates in force at the time of such sale, to be paid by such person.

6. Passengers must state in their declarations the foreign market value (ordinarily the price paid) of all articles purchased or obtained abroad; if market value is unknown, state cost in United States money

or in foreign currency paid therefor. If articles have depreciated in value through wear or use, the attention of the appraising officer should be called to such fact at the time of the examination. Articles are appraised at their value in their condition as imported. Passengers dissatisfied with values placed upon dutiable articles may make demand for reappraisement to the officer in charge on the pier, but no such demand can be entertained after the articles have been removed from customs custody.

7. Cigars, cigarettes, and tobacco must be declared. Adult passengers may be allowed free of duty and internal-revenue tax 50 cigars or 300 cigarettes or 3 pounds of smoking tobacco, if not for sale.

8. Merchandise or samples of merchandise, foreign or domestic, accompanying a passenger as baggage, whether the property of himself or another, must be declared as merchandise in this entry. A statement of the number of such packages and of the general character of the contents and the total value thereof will be sufficient.

9. Theatrical scenery, property, and apparel and all other articles, foreign and domestic, which may be intended for use on the stage or for exhibition purposes must be declared. Each package and its contents must be described.

10. All dogs must be declared. Collies, shepherd or sheep, and police dogs are subject to quarantine.

11. All plants or parts thereof (including cuttings and sugar cane), and plant products (including fruits, vegetables, bulbs, and seeds), as well as such materials as cotton, cotton waste, etc., must be declared.

12. Bonded baggage.—Baggage may be forwarded in bond. Passengers should specify on the declaration the number of such packages, the general character and total value of the contents, and the destination of the packages to be bonded.

13. The following articles are prohibited: Wines, spirits, or other liquors or articles containing one-half of one per cent or more of alcohol, except on a permit issued therefor by the Commissioner of Internal Revenue; all plants or parts thereof (including cuttings and sugar cane) and plant products (including fruits, vegetables, bulbs, and seeds, except field seed not covered by special quarantines, vegetable and flower seeds), unless a permit has been previously obtained from the Department of Agriculture, Washington, D. C.; opium and other narcotic drugs, skins of fur seals and sea otters taken in the open waters of the North Pacific Ocean; and garments made in whole or in part from such skins; birds of paradise, aigrettes, egret plumes, or so-called osprey plumes, and feathers or parts of wild birds. Such articles must be delivered to the customs officers on the pier.

14. The examination of baggage will be facilitated if the passenger observes the following: Declared articles should be listed in detail. If grouped in general terms, such as personal effects, wearing apparel, gifts, household effects, merchandise, etc., the total value must be stated, and the original purchase bills should be shown the inspecting officer. If this be not possible, an itemized list should be prepared showing the cost of each article and submitted to the inspector at the time of the examination. Declared articles should be conveniently placed together (in one container if possible) so they may be readily located.

*WARNING*—It is unlawful for a passenger to give, or for customs employees to receive, anything of value by way of a gratuity or otherwise. Offenders will be punished by fine and imprisonment. Immediately on landing proceed to the letter or section where your baggage is placed on the dock. When all pieces are assembled notify the customs officer in charge.

## VII

## AUTOMOBILE TOURING ABROAD

EUROPE is a veritable paradise for automobile owners, and to cover Europe or part of it *en auto* is certainly the most delightful, although the most expensive, method of seeing the countries and their peoples. Good roads cross and re-cross the Continent like the strands that bound Gulliver, and good hotels all but rub gables with each other.

Everything considered, France is perhaps the most remunerative country through which to motor, although Germany, Austria, Northern Italy, Switzerland and Belgium are not far behind; and a more pleasant way to see little Holland cannot be imagined than to sweep along its brick paved roads in a comfortable car. For American drivers, used to long stretches of straight roadway, England is at first very difficult and trying to negotiate in a motor. The roads, although well made, are narrow and very crooked, and the hedges at the sides obstruct the view ahead so that more than a nominal speed cannot

be attained without risk. The custom of driving to the left and passing on the right, the reverse of our own, is also tantalizing at first. But a careful reading of the following information will familiarize motorists with all the facts that are essential to an automobile tour in Europe, and will save them the difficulties and inconveniences that beset the uninstructed:

THE START—A good start, with arrangements properly made and necessary details attended to, generally means a pleasant trip, void of annoyance and trouble. It is advisable before shipping to consult some forwarding company or the American Express Company, which is the best known firm packing and shipping automobiles from this country to Europe, in regard to registration, customs formalities, licenses, triptyques, insurances, etc., and to decide whether you will drive yourself, take your own driver, or hire a driver abroad.

REGISTRATION—All foreign-built cars, which have paid duty in the United States, must be registered at the Customs before shipping, in order to insure re-entry free of American duty on return. To register cars of home make is wise, though not absolutely necessary

or customary unless they are fitted with foreign parts not in the manufacturer's regular equipment of the car.

BOXING—Cars should be boxed in strong, bolted, sectional cases, although certain lines will now transport uncrated cars. The case so used may be stored at the port of embarkation abroad and used again on the return voyage.

SHIPPING PARTICULARS—At the end of this chapter will be found a specimen form which a moment's study will show to be a complete record of how the car is to be shipped, and all particulars of the car itself, necessary for the various Customs papers. Fill out this form, hand it to your forwarder or to the American Express Company with the car, or order for it, and after the deposits for freight, insurance, duties, etc., are paid all is ready for starting.

ARRIVAL ABROAD—If you have completely and correctly given all the information called for by this specimen form, you will find your car ready for you, providing the day or two necessary for steamer to discharge is allowed for. Apply at port of arrival for your automobile, presenting the bills of lading which were given to you on shipment of the car.

It is advisable at this time to discuss the arrangements to be made for your return trip. Leave instructions for the care and storage of your empty automobile case; or if you desire to return from another port, arrange the time and manner of shipping the case to the port from which you will sail.

INSURANCE—It is always advisable to cover your automobile with insurance while in transit. Your forwarder can arrange this for you taking out a special policy protecting against "All Usual Risks," which includes Breakage, Pilferage, Fire, as well as the Marine Risks while crossing the ocean. It is necessary when touring in European countries that the owner of a car insure, in addition to the value of his car, all deposits made for triptyques or for Customs purposes. This suggestion is made, because if by any chance the car were lost, stolen or destroyed and not shipped out of the foreign country in accordance with the terms of triptyque or deposit, the deposit would be forfeited; or if a guarantee had been given, the guarantor would be called upon to pay the forfeit stipulated. There is no means of recovering this loss other than insuring against it. It is

well to separate the value when insuring under headings of:

1. Car.
2. Tires.
3. Accessories.
4. Duty Deposits.
5. Boxing Freight and Charges.

The declarations of value when insurance is effected avoids the possibility of disputes in the event of claim arising.

It is also very necessary for owners to protect themselves against accidents to themselves and injury to others and the risks of employer's liability in respect of chauffeurs or servants. This class of insurance carrying unlimited third party liability should be considered.

MAPS, GUIDES, ETC.—Reliable road maps, guides and local information can be secured through the several foreign touring clubs.

GENERAL GUIDANCE PRECAUTIONS, ETC.—In the following pages are given suggestions and information indispensable to the tourist who wishes to have a successful trip without being involved in delays or expenses which may arise through disregard of some simple regulation or requirement.

It is perhaps hardly necessary to draw attention to the fact that the general precautions usually governing automobiles in the road at home apply with even greater force and exactitude when traveling abroad. The proper number of car plates and lights must be in their correct positions and unobscured by overhanging wraps or baggage. Keeping to the correct side of the road, not emitting smoke, sounding of horns, regulation of speed —all these and others are simple precautions which are part of the automobile tourist's daily routine.

## TRIPTYQUES

WHAT THEY ARE AND HOW USED—A triptyque is a receipt for Customs duties deposited or guaranteed. It permits an automobile to pass the frontier of any country for which it is issued. As its name implies, it is in three sections or vouchers. When it is presented at the frontier, on entering the country, part one is signed, and the necessary record made on parts two and three, which are handed back to the tourist. On leaving the country it is presented again at the frontier, part two is signed and retained; and part three, which should then be complete

in every detail, signed and sealed by Customs, showing formal record of entering and leaving the country, is retained by the motorist as evidence upon which his deposit can be refunded.

Triptyques are generally valid for one year and cover any number of entries into the country without taxes being paid, but if a continuous stay is made in one country for more than three to four months, taxes will be assessed. (See notes under headings of the respective countries.)

HOW SECURED—Most of the principal touring clubs abroad are in a position to issue triptyques for the countries mentioned. A deposit equivalent to the duty for each country for which a triptyque is required must be made. A small fee is charged and the applicant must become a member of the club through which this is secured. Triptyques and memberships in foreign touring clubs can be secured through your own association or, if you are not a member of one, through the American Express Company.

Automobilists planning tours which involve the crossing of frontiers are advised to make application for membership in a touring club (or association) and take out triptyques.

Without a triptyque an automobilist is often put to serious inconvenience and delay, since a cash deposit—and sometimes in gold coin of the country—is required on entering; and Customs Houses at small frontier points are frequently unable to reimburse the automobilist at time he leaves the country. He is also liable to detention at night and on Sundays and holidays, when officials prepared to receive or pay cash are not on duty. With a triptyque, however, he can pass readily on any day and at any hour by simply having his papers visaed or indorsed.

## INTERNATIONAL TRAVELING PASS

INTERNATIONAL PASS—An international traveling pass, good for one year, should be obtained whenever possible, as it does away with the necessity of obtaining special licenses, numbers and registration for each country visited. It does not affect duties or triptyque. These passes can be secured for the following countries: Austria, Belgium, British India, Denmark, France (including Algiers and Tunis), Great Britain and Ireland, Germany, Gibraltar, Greece, Guernsey, Holland, Italy, Jersey, Luxemburg, Malta,

Morocco, Portugal, Rumania, Spain, Sweden, Switzerland.

Application must be made on regular forms (sample at the end of this chapter) and must be accompanied by two unmounted photos of the applicant for the driving license, measuring about 1¾″ by 1½″. An applicant for driving license must submit to a short driving test before the pass can be issued.

COST OF TRIPTYQUE AND PASS—Associate membership of recognized club, which includes issue of one triptyque free..£2. 2. 0.

| | |
|---|---|
| Car number plates..... | 16. 0. |
| Pass fees, including driving test free ..... | 1. 6. 0. |
| | £4. 4. 0. |

If more than one foreign country is visited the cost of additional triptyques is 5 shillings each.

## ON THE ROADS OF GREAT BRITAIN

CREDENTIALS—It is advisable to have with you your driver's license issued in the United States. Application forms for driver's license and car registration can be sent on

ahead so that your license will be ready on your arrival.

DUTY—The duty is assessed at 33⅓% of the value of car and accessories plus freight and all shipping charges; but not on the tires. The value of all tires, whether on wheels or spare, is not to be included when arranging duty.

TRIPTYQUE—The triptyque is valid for one year, and the number plates supplied with it cover all that is necessary for registering the car. The triptyque gives freedom from revenue taxes for a continuous stay up to four months, or visits for a period of 12 months, providing each visit is less than four months. If triptyque and pass be taken out at inclusive cost of £4.4.0, as previously indicated, no further expense for license, etc, is necessary.

If triptyque is not used, the approximate minimum costs would be compulsory.

| | |
|---|---|
| Registration of car..... | £1. 1. 0. |
| Driver's license ..... | 5. 0. |
| Car number plates..... | 16. 0. |
| Optional in addition. | |
| Associated membership of one of the large clubs..... | 2. 2. 0. |
| Club badge for car ..... | 12. 0. |

These charges would cover any car for a stay in the British Isles of four months from time of registration. If the car stays longer than that time, government taxes are assessed in addition.

REGULATIONS—

*Driver* must be over 18 years of age.

*Lights*—Two white lights in front and one red light in rear. The number plate at back of car must be illuminated at night.

*Horn*—Loud sounding signal horn.

*Number Plates*—Two, one in front and one at back. The rear number must be illuminated at night.

*Brakes*—Two required.

RULES OF THE ROAD, SPEED, ETC.—Keep to the left, pass on the right.

In certain districts where notices are posted the speed must be limited to 10 miles per hour.

ROADS—The speed limit is about to be abolished and penalties for dangerous driving substituted. A few roads are closed to automobiles; this is more frequently the case in Scotland.

CLUBS—Automobilists will find it an advantage to join the Automobile Association

and Motor Union, whose headquarters are in Coventry Street, London W., or the Royal Automobile Club, Pall Mall, London. These organizations have their patrols in the chief routes in Great Britain and can render valuable assistance to members.

SIDE TRIPS—Connections with Ireland can be made by steamer via Liverpool or Holyhead to Dublin or Belfast. To channel islands, France, Holland and all ports of the Continent, via London or Southampton.

## ON THE ROADS OF FRANCE

DUTY—The duty on cars entering France is at the rate of 45% of actual value of the car, as prevailing on the French market. Motorists going into France may only carry two spare tires with inner tubes, or two wheels complete with tires free of duty. Anything in excess of this will be charged with duty, which will not be refunded.

TRIPTYQUE—The triptyque is valid for one year and any number of visits can be made under it during that time, but no single visit must exceed two months.

TOURING PERMIT—Tourists in France holding triptyques are now required to take out a Permis de Circulation, which covers the car

for any time up to the two months allowed under the triptyque. The cost is:

25 francs per month for 2 seater car.
50 francs per month for 4 seater car.

LICENSES—If triptyque and international pass have not been taken out, it will be necessary to have the car registered and driver licensed. Application for registration and license must be made to the Prefect of the Police on arrival. Application for driver's license must be accompanied by three unmounted photos showing head and shoulders, size 1¼" by ⅞". The French driving license is good for life and should therefore be preserved for future use. The fees are: Car Registration, 14 francs; Driver's License, 34.25 francs.

REGULATIONS—

*Lights*—Lighted acetylene lamps are forbidden in cities and towns. Two front lamps are required, left green and right white, one rear lamp is required which illuminates the number of the car so that it can readily be distinguished.

*Brakes*—Two independent brakes.

*Horn*—One required. The use of sirens is prohibited in large French cities.

*Metal Plates*—Two license plates required, one at front and one at rear of car. The numbers or letters must not be less than 8 centimeters (3.937 inches) high. A small metal plate bearing name and address of owner must also appear on the dashboard. Its absence makes the owner liable to a fine.

RULES OF THE ROAD—Keep to the right, pass (going the same way) on the left.

SPEED—In the country 30 kilometers (19 miles) per hour, In built-up sections 12 kilometers (8 miles) unless otherwise indicated by signs. In Paris 10 miles per hour.

TOURING CLUB—The Touring Club de France, headquarters, 65 Avenue de la Grande Armee, Paris, membership fee 10 francs.

TAXES—Automobiles in France for a period exceeding two months become liable to a tax based on the size of the tonneau and the power of the engine.

SIDE TRIPS—If it is desired to make a trip across the channel to England there are frequent and convenient services from Boulogne, Calais, Dover, Dieppe or Havre; or across the Mediterranean from Marseilles to Algeria or Tunisia. The services to all these ports

are good, and the cars can be transported without boxing or crating.

## ON THE ROADS OF SWITZERLAND

DUTY DEPOSIT—Deposits for duty will be at the rate of 40 francs per 100 kilos. Triptyque is available for one year from date of importation.

DRIVING CERTIFICATES AND LICENSES—If international pass is not held, application should be made for a circulation permit and a driving certificate, but in the case of tourists the regulations are not generally enforced if they are the holders of licenses or permits issued in their own countries. Such permits should, however, be presented to the authorities for indorsement.

REGULATIONS—

*Lights*—Two head lamps must be carried, white on the right, green on the left. The tail light must show red.

*Speed*—The speed limit varies in different cantons and is as low as 5 kilometers (3 miles) per hour in some towns and villages. The general limit is 30 kilometers (19 miles) per hour.

*Cautionary*—The police enforce the regulations most severely in Switzerland and

motorists are constantly fined for trivial offenses.

RULES OF THE ROAD—Keep to the right, pass on the left.

ROADS—The roads are generally good. Great care must be taken when driving through villages and when meeting traffic on the mountain roads.

CLOSED ROADS, OPEN PASSES AND RESTRICTIONS—The great majority of the roads in the Cantons of Grisons and Valais are closed to motor traffic, but the St. Gothard, Simplon and Brunig Passes are open with certain restrictions.

Automobiles are forbidden on Sunday in a number of cantons between the hours of 12 noon and 6 p. m. In others they are forbidden all day Sunday, and on holidays. Driving after certain hours in the evening on Sunday is prohibited in other places. These hours vary from 5 p. m. to 10 p. m.

In the Canton of St. Gall tourists have to register at the Commercial Bureau.

In the Cantons of Ob and Nidwalden there is a small local tax of 3 francs, payable at Hergiswill or Brunig (Station). In the Canton of Uri there are taxes payable and ranging from 4 francs to 6 francs per day and

16 francs per week. These prices are assessed according to number of people in the party.

MOUNTAIN ROADS AND PASSES—Owing to atmospheric conditions, the mountain roads and passes are only practicable for automobiles at certain times of the year. Passes from 1,200 to 1,500 meters above sea level are generally open from April; higher passes such as St. Gothard, Keansen, Grimsel and Furka from about the middle of June—they are closed about the middle of October. In the case of drop in temperature, circulation in such altitudes is often dangerous if not impossible owing to snowfalls.

## ON THE ROADS OF HOLLAND

DUTY DEPOSIT REQUIRED—The duty is 5% of the value of the car. The triptyque is available for one year.

DRIVING CERTIFICATES AND LICENSES—If international pass is not held foreign tourists will be supplied free of charge, at first Customs station, with a driving license good for eight days. During these eight days foreign cars may display their foreign number plates only. If tourists extend their stay in Hol-

land beyond eight days, application must be made for a driving license and number.

REGULATIONS—

*Driver* must be at least 18 years of age.

*Horn or Trumpet*—Deep tone. The use of sirens or Klaxons is prohibited in cities and villages.

*Lamps*—Two white front lamps, one on each side of the car, and one rear light which will permit the number of the car to be readily distinguished.

*Speed*—No maximum speed has been fixed by law. The speed allowed is governed by individual circumstances; except that every city or town may have fixed the maximum speed allowed within its territory, varying from 16 to 30 miles per hour. If such maximum speed has been fixed, an official sign in white letters on a round green plaque on a pillar indicates the speed allowed in that town or city. Any speed which the police authorities consider dangerous to the public safety renders the driver liable to a fine or imprisonment.

RULES OF THE ROAD—Keep to the right, pass on the left.

SIDE TRIPS—If it is desired to ship a car

by steamer to London or any other English port or to any of the Rhine stations, no box will be needed, as accommodations for cars on steamers are good.

TOURING CLUB OF HOLLAND—The Touring Club of Holland is known as A. N. W. B., address 18, Parkstraat, The Hague. Cost of membership 4.50 francs per year. Membership secures reduced rates at hotels and reliable maps at a discount.

## ON THE ROADS OF BELGIUM

DUTY DEPOSIT—The deposit for duty will be at the rate of 240 francs per 100 kilos.

The triptyque is available to 31st December of the year of issue or if delivery is after 31st October it is valid till the end of the following year.

DRIVING CERTIFICATE AND LICENSES—No driving certificate or license is required, but it is advisable to carry the driving license issued in the United States.

REGULATIONS—

*Driver* must be over 16 years of age.

*Lights*—One front and one rear light which will permit the number of the car to be readily distinguished.

*Horn*—Horn or large bell must be carried.
*Metal Plates*—One plate bearing serial license number must be fixed in front of the car, and one also at the rear of the car. These license plates can be obtained through the foreign automobile clubs or the American Express Company.

RULES OF THE ROAD—Keep to the right, pass on the left.

ROADS—The roads are generally bad, being for the most part paved with cobbles except the Departments of Ardennes, Liege and Namur, where they are excellent.

SPEED—In the country districts, 40 kilometers (25½ miles); in townships, 15 kilometers (9¾ miles).

TOURING CLUBS OF BELGIUM—
Royal Automobile Club de Belgique
63, Rue de la Regence
Brussels
Automobile Club Anversois
40, Grand Place
Antwerp

SIDE TRIPS—Connection with the British Isles can be made by steamer from Ostend to Dover; from Bruges (Zeebrugge) to Hull; from Antwerp to Harwich, London, Hull,

Grimsby, Manchester, Newcastle-on-Tyne, Southampton, Liverpool, Glasgow, Dublin or Belfast.

## ON THE ROADS OF SWEDEN

DUTY—The basis for calculating duty is at 15% of the declared value of the car. It is advisable to have a certificate of value signed by the manufacturers.

TRIPTYQUES—Triptyques can be issued. They are available for one year from date of importation.

INTERNATIONAL PASS—International pass should be taken out. Without it a local license for the driver must be secured on landing. The fee is only nominal.

TOURING PERMIT—Tourists with an automobile must take out a permit valid for three months at a cost of 50 kronen.

REGULATIONS—

*Driver* must be 18 years of age.

*Horn* must be fitted.

*Lights*—Two white front lights, one each side of the car, and one rear light which must show up the car registration plate at the back.

*Speed*—The speed limit is 25 kilometers per hour during daylight, and 10 kilo-

meters per hour after dark on country roads. In Stockholm a speed of 20 kilometers per hour is allowed day or night. In other towns and villages 15 kilometers during daylight and 10 kilometers at night.

## GENERAL INFORMATION

RULES OF THE ROAD—Keep to the left.

Swedish roads are often rather narrow, usually not more than 9 to 12 feet broad; and, although not very good, a motorist content to travel at a moderate pace can have some pleasant tours. Roads under approximately 11 feet broad are prohibited to motor traffic unless otherwise stated. Owing to the number of roads closed to motors, it is advisable to make local inquries.

CLUB—

The Royal Automobile Club of Sweden
Kungt Automobil Nybrogatan, 3
Stockholm

## ON THE ROADS OF NORWAY

DUTY—The basis for calculating duty is 15% of the declared value of the car. It is advisable to have a certificate from the makers showing the value.

TRIPTYQUE—The triptyque system is in force and allows entry of the car and driver free from duty and taxes; they are available for one year from date of importation.

INTERNATIONAL PASS—The international pass system is not in force in Norway.

LICENSES—Local license for driver and registration for car have to be taken out at port of landing. The fees vary in different ports but are only nominal. A touring permit should also be taken out on landing.

REGULATIONS—

*Driver* must be 18 years of age.

*Horn* to be fitted.

*Lights*—Two in front, one each side of car, one rear light which must show the back number plate.

RULE OF THE ROAD—Is in general keep to the left, but this varies—in some parts it is to the right, and in others there is no rule.

GENERAL INFORMATION—Norway is not regarded as being popular with motorists. Outside the chief towns motors are not often seen on the roads, and the horses in the country districts not being used to them require care in passing. There are numerous fjords which can only be crossed by small passenger steamers which cannot take motor cars.

CLUB—

Kongelig Norsk Automobile
(Royal Automobile Club of Norway)
Huitfeldsgt 1
Christiania

## ON THE ROADS OF SPAIN

DUTY DEPOSIT—The Spanish duty is on a complicated basis, and averages about £70 for an average-sized car.

The deposit for duty for triptyques is on the weight of the chassis only, plus a fixed sum for the body as follows:

Chassis up to 20 cwt. £2.0.0 per cwt.
Chassis over 20 cwt. £2.10.0 per cwt.
Body open cars £10.0.0. per car.
Body closed cars £16.0.0. per car.

To arrive at the weight of chassis only, deduct 4 cwt. (448 lbs.) from the total weight of the vehicle for an open car, and 8 cwt. (896 lbs.) for a closed car. It is advisable to have a declaration from the manufacturers, preferably in Spanish or French, stating the weights in kilograms of the chassis and body separately.

TRIPTYQUES—The triptyque is valid for 12 months from date, but is only good for a stay up to four months in Spain, and any num-

ber of journeys can be made during that period.

PASS—International pass should be carried with accompanying plates.

REGULATIONS—

*Lights*—Two in front and one at back.

*Horn*—Loud sounding horn.

*Speed*—The speed limits are fixed at 12 kilometers (7½ miles) per hour in populated districts and 28 kilometers (17 miles) per hour in the country.

RULES OF THE ROAD—In driving keep to the right, pass (going same way) on the left.

ROADS—Many of the roads are bad. Those in the South, South Central and East Coast districts are particularly bad, sometimes being mere tracks; bridges are frequently washed away or in poor condition.

TOURING PERMIT—A circulating permit good for a year will be granted at the frontier.

DRIVER'S LICENSE—No special license is required for the driver if he has a foreign license or certificate as a mechanic, which must be carried.

LOCAL TAXES—If a car stays more than a fortnight or a month (varying according to locality) in one district municipal taxes must be paid.

## ON THE ROADS OF ITALY

DUTY DEPOSITS—The deposit for duty is at the rate of:

Autos weighing up to 500 kilos 200 lira, gold.

Autos from 500 kilos to 1000 kilos 400 lira, gold.

Autos over 1000 kilos 600 lira, gold.

All are plus 10% when deposited for a temporary stay.

DECLARATION OF WEIGHT—It is advisable to carry a declaration from the makers of the car preferably in Italian or French certifying the weight of the auto in kilogrammes.

TRIPTYQUES—Triptyques are good for a year and valid for a continuous stay of not exceeding three months. They grant freedom from registration and circulating fees and taxes for three months.

INTERNATIONAL PASS—An international pass must be secured. The car will not be allowed to clear from Customs House, nor will permit to circulate be issued unless this pass is produced. If a pass is not held, the owner is obliged to register the car in Italy, go through all the formalities and pay the circulation tax for a year, as though he were

a resident importing the car. These taxes are:

LOCAL TAXES—

| | | | |
|---|---|---|---|
| Up to | 12 | H.P..... | Lira 700 |
| " | 15 | " ..... | " 1030 |
| " | 20 | " ..... | " 1740 |
| " | 25 | " ..... | " 2610 |
| " | 30 | " ..... | " 3760 |
| " | 35 | " ..... | " 5070 |
| " | 40 | " ..... | " 6580 |
| " | 45 | " ..... | " 8290 |
| " | 50 | " ..... | " 10200 |
| " | 51 | " ..... | " 15000 |

CIRCULATING TAX—There are no circulating or touring taxes for tourists not staying longer than three months when traveling with triptyque and international pass.

NUMBER PLATES—The car's own number plates must be in front and rear of the car, together with the special plates given with triptyque.

REGULATIONS—

*Lights*—Two head lights are necessary—both white. Rear light must show the number clearly.

*Horn*—A horn is required.

*Number Plates*—Permit to be fixed in front and rear of car 16 inches from the ground.

RULES OF THE ROAD—The general rule of the road is to keep to the right and pass on the left; but in several provinces, notably in those of Rome and Genoa, the rule is reversed and the same is true in many other cities.

SPEED—20 kilometers (12½ miles) in built up sections, 40 kilometers (25 miles) in country.

ROADS—Roads are inferior to those in France, bad in the neighborhood of large cities. Touring south of Naples and Sicily and Sardinia not recommended.

TOURING CLUB—Touring Club of Italy, 10 Corso Italia, Milan. Membership will be found useful in many ways. Members are entitled to special rates at hotels and are also able to obtain a special quality of gasoline (essende), which, owing to the poor quality of that usually sold, the club has undertaken to supply at certain stores along the most frequented routes.

## ON THE ROADS OF PRINCIPALITY OF MONACO

For the purpose of Customs and other formalities Monaco is treated as part of France and the same regulations apply.

## ON THE ROADS OF ALGERIA —AFRICA

GENERAL INFORMATION—For all practical purposes Algeria is considered as a Department of France and the particulars given for that country also apply to Algeria.

The roads are generally good being divided as in France into *routes nationales* and *routes departmental*. Gasoline, greases, tires, etc., may be obtained without much trouble in the large towns such as Algiers, Oran, Constantine, etc., where reliable repairing firms are established, and gasoline may also be secured at the majority of smaller towns.

The country is popular among tourists, but it is not advisable to start till about March. It is suitable as a winter resort but some of the most picturesque districts are often not accessible owing to danger of snow in the passes.

CLUB AGENTS—Anglo-American Automobile Club, Telemy, Algiers.

## TUNISIA—AFRICA

GENERAL INFORMATION—The rate of duty is 8% ad valorem. If a car enters Tunisia by road from Algeria the Customs will usually allow the vehicle to enter free of duty, if the owner declares he merely intends to tour for not exceeding six months. This latitude is merely an act of courtesy. The particulars given for Algeria also apply to Tunisia, but there are not so many good roads.

CLUB—L'Auto—Palace, 71 Rue de Serbie and 14 Avenue de Carthage, Tunis.

## ON THE ROADS OF GERMANY

DUTY—The basis upon which duty has been assessed for automobiles touring in Germany is:

Cars weighing from 250 to 500 kilos 40 marks per 100 kilos.

Cars weighing from 500 to 1000 kilos 25 marks per 100 kilos.

Cars weighing over 1000 kilos 15 marks per 100 kilos.

All plus 900 per cent.

CUSTOMS ENTRY CIRCULATING PERMIT—The car has to be weighed at the Customs House and forms filled out with all details of owner and car, and what length of stay is

intended. A license will then be issued for the time intended. The following charges being payable:

FEES—

Declaration charges, etc., 5 marks.
German number car plate 5 marks.
Cost of circulating permit for 1 day 3 marks.
Cost of circulating permit for 5 days 8 marks.
Cost of circulating permit for 15 days 15 marks.
Cost of circulating permit for 30 days 25 marks.
Cost of circulating permit for 60 days 40 marks.
Cost of circulating permit for 90 days 50 marks.

The foregoing figures are subject to change owing to the extreme fluctuation of the mark.

When the car is leaving the country the German number plate must be returned to the Customs authorities.

RETURN OF DUTY DEPOSIT—In theory, duty is refunded on exportation. As a matter of practice the smaller Customs Houses always refuse to refund and send the tourists to the

principal office which may be many miles out of the way. It is, therefore, always desirable to cross the frontier at some large city if possible.

REGULATIONS—

*Driver* must be over 18 years of age.

*Lights*—Three required. Two in front (one on each side of the car) and one on the rear, to enable the number of the car to be readily distinguished.

*Brakes*—Two required.

*Horn*—Loud sounding horn required.

*Plates*—Each car must bear a plate indicating its make, horse power and weight in kilos.

POLICE REGULATIONS—Foreigners must report to the police authorities in any large town or city and produce licenses obtained in their own country. If found satisfactory, they will be indorsed by a German official and no trouble will be experienced.

RULES OF THE ROAD—Keep to the right, pass on the left.

SPEED—During darkness, 15 kilometers (9¼ miles) in built-up sections. Increase allowed in open country, stopping only at "Driving to Public Danger."

ROADS—German roads are not uniform in quality. Some roads are forbidden to automobiles, but these are posted.

AUTOMOBILE CLUB—

Kaiserliche Automobile von Deutschland
Leipzigerplatz 16
Berlin W.

## THE FOLLOWING INFORMATION IS REQUIRED FOR THE PURPOSE OF SECURING TRIPTYQUES

Applicant's name in full.....
.....
Permanent address.....
.....
If member of auto club state which and membership number .....
.....
.....
Name of country or countries for which triptyques are wanted.....
.....
.....

DETAILS OF CAR

Make of car.....
Country where made.....Year.....
Present value of car.....
Value tires.....
Value accessories .....
Weight of chassis only.....
Weight body only.....
Weight of car complete; unladen but with all accessories, tires, lamps and fittings.....

Where is car registered.....
Registration number.....

DETAILS OF ENGINE

Make of engine.....
Number cylinders.....
Horse power.....
Engine number.....

DETAILS OF BODY

Type (tonneau, limousine, etc.).....
Builder's name.....
Color .....
Material and color of upholstery.....
Total seating capacity, including driver.....

DETAILS OF CHASSIS

Maker .....
Year manufactured.....
Color .....
Chassis number if any.....

DETAILS OF TIRES

Kind and make of tires.....
Number of spare tires.....
(state if on rims or wheels).....
Number spare tubes.....
.....

## ROAD SIGNALS

Adopted by
INTERNATIONAL CONFERENCE OF
TOURING SOCIETIES

Sudden Dip Across
Road

Turning

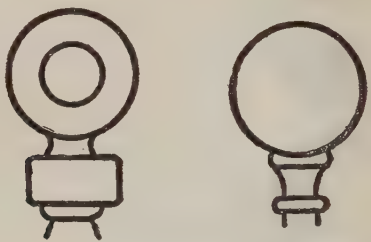
Crossing

Level Crossing

In France Signals Are Placed About 250
Yards Before the Obstacle

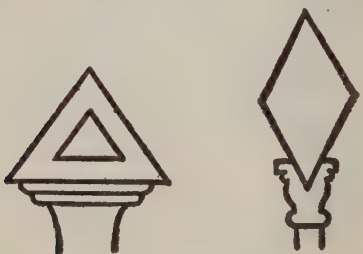
## SPEED, PROHIBITION AND CAUTION SIGNS IN BRITISH ISLES

The following are the signs employed on highways:



1 2

1. For 10 miles or lower limit of speed, a white ring with plate below giving the limit in figures.
2. For prohibition, a solid red disc.



3 4

3. For caution (dangerous corners, cross-roads, or precipitous places) a hollow red, equilateral triangle.
4. All other notices on diamond-shaped boards.

The above signs are placed on the near side of the road facing the driver, about 50 yards from the spot to which they apply.

*Table of Distances in Europe*

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| London | Amsterdam | 258 | Hook of Holland |
| | Antwerp | 209 | Harwich |
| | Baden Baden | 542 | Ostend |
| | Basle | 562 | Boulogne, Laon |
| | Bayreuth | 698 | Ostend |
| | Berlin | 616 | Hook of Holland |
| | Berne | 590 | Dieppe, Paris |
| | Biarritz | 742 | Dieppe, Paris |
| | Bologna | 940 | Dieppe, Basle |
| | Bordeaux | 609 | Dieppe, Paris |
| | Boulogne | 101 | Folkestone |
| | Bremen | 437 | Hook of Holland |
| | Brindisi | 1411 | Dieppe, Paris |
| | Brussels | 225 | Ostend |
| | Cannes | 905 | Dieppe, Paris |
| | Carlsbad | 804 | Hook of Holland |
| | Chamonix | 704 | Dieppe, Paris |
| | Cherbourg | 178 | Southhampton |
| | Coblence | 414 | Hook of Holland |
| | Cologne | 335 | Flushing |
| | Constantinople | 2202 | Paris |
| | Copenhagen | 782 | Hook of Holland |
| | Dieppe | 121 | Newhaven |
| | Dresden | 704 | Hook of Holland |
| | Düsseldorf | 338 | Flushing |
| | Florence | 982 | Dieppe, Paris |
| | Flushing | 170 | Queenboro |
| | Frankfort-am-Main | 488 | Hook of Holland |
| | Geneva | 637 | Dieppe, Paris |
| | Genoa | 836 | Dieppe, Lausanne |
| | The Hague | 197 | Hook of Holland |
| | Hamburg | 518 | Hook of Holland |
| | Hanover | 461 | Hook of Holland |
| | Heidelberg | 530 | Hook of Holland |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| London | Interlaken | 662 | Boulogne, Laon |
| | Lausanne | 576 | Dieppe, Paris |
| | Leghorn | 997 | Dieppe, Turin |
| | Leipsic | 630 | Hook of Holland |
| | Lucerne | 620 | Boulogne, Basle |
| | Lyons | 567 | Dieppe, Paris |
| | Madrid | 1151 | Dieppe, Paris |
| | Marienbad | 790 | Hook of Holland |
| | Marseilles | 784 | Dieppe, Paris |
| | Mayence | 470 | Hook of Holland |
| | Menton | 939 | Dieppe, Paris |
| | Meran | 919 | Boulogne, Basle |
| | Milan | 764 | Dieppe, Simplon |
| | Monte Carlo | 936 | Dieppe, Paris |
| | Moscow | 1827 | Warsaw via Hook of Holland |
| | Munich | 746 | Hook of Holland |
| | Naples | 1300 | Dieppe, Turin, Rome |
| | Nice | 924 | Dieppe, Paris |
| | Odessa | 1762 | Hook of Holland |
| | Ostend | 144 | Dover |
| | Paris | 245 | Dieppe, Rouen |
| | Prague | 910 | Hook of Holland |
| | Rome | 1157 | Dieppe, Paris |
| | Rotterdam | 187 | Hook of Holland |
| | Rouen | 159 | Dieppe |
| | St. Moritz | 744 | Boulogne |
| | Petrograd | 1601 | Hook of Holland |
| | Strasbourg | 506 | Ostend, Brussels |
| | Stuttgart | 600 | Hook of Holland |
| | Turin | 744 | Dieppe, Paris |
| | Venice | 930 | Dieppe, Turin |
| | Vienna | 1052 | Calais, Cologne |
| | Warsaw | 1016 | Hook of Holland |
| | Wiesbaden | 471 | Hook of Holland |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| London | Zermatt | 683 | Dieppe |
| | Zurich | 614 | Boulogne, Laon |
| Basle | Berne | 67 | Olten |
| | Brussels | 369 | Strasbourg |
| | Cologne | 312 | Munster am Stein |
| | Dresden | 546 | Frankfort |
| | Frankfort | 211 | Heidelberg |
| | Geneva | 157 | Biel |
| | Interlaken | 102 | Berne |
| | Lausanne | 120 | Biel |
| | London—see London to Basle | | |
| | Lucerne | 60 | Olten |
| | Milan | 233 | Lucerne |
| | Munich | 258 | Zurich |
| | Paris | 326 | Mulhausen |
| | Rome | 626 | Lucerne |
| | St. Moritz | 230 | Zurich |
| | Stuttgart | 178 | Offenburg |
| | Turin | 297 | Lucerne |
| | Zurich | 56 | Brugg |
| Berlin | Amsterdam | 402 | Rheine |
| | Bucharest | 890 | Breslau |
| | Budapest | 595 | Breslau |
| | Cologne | 363 | Hanover |
| | Copenhagen | 278 | Gjedser |
| | Dresden | 112 | Elsterwerda |
| | Frankfort | 335 | Bebra |
| | Hamburg | 177 | Wittenberge |
| | Leipsic | 102 | Bitterfeld |
| | London—see London to Berlin | | |
| | Munich | 407 | Hof |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| Berlin | Paris | 663 | Soest, Cologne |
| | Prague | 231 | Bodenbach |
| | Petrograd | 983 | Eydtkuhnen |
| | Stockholm | 643 | Sassnitz |
| | Vienna | 442 | Tetschen |
| | Warsaw | 405 | Posen |
| Brussels | Amsterdam | 147 | Antwerp, The Hague |
| | Basle | 369 | Namur |
| | Berlin | 503 | Liege, Herbesthal |
| | Cologne | 140 | Liege, Herbesthal |
| | Copenhagen | 683 | Liege, Herbesthal |
| | Dresden | 541 | Goslar |
| | Düsseldorf | 152 | Liege, Herbesthal |
| | Frankfort | 288 | Coblence |
| | Hamburg | 390 | Wesel |
| | London—see London to Brussels | | |
| | Paris | 192 | Mons |
| | Strasbourg | 281 | Namur |
| Cologne | Amsterdam | 154 | Kleve |
| | Antwerp | 134 | Maastricht |
| | Basle—see Basle to Cologne | | |
| | Berlin—see Berlin to Cologne | | |
| | Brussels—see Brussels to Cologne | | |
| | Carlsbad | 390 | Mayence |
| | Copenhagen | 543 | Hamburg |
| | Christiania | 953 | Copenhagen |
| | Dresden | 401 | Golsar |
| | Frankfort | 138 | Mayence |
| | Geneva | 375 | Basle |
| | Hamburg | 279 | Bremen |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| Cologne | Hanover | 203 | Hamm |
| | Heidelberg | 174 | Mayence |
| | Leipsic | 472 | Hanover |
| | London—see London to Cologne | | |
| | Lucerne | 502 | Basle |
| | Milan | 571 | Basle |
| | Munich | 397 | Frankfort |
| | Paris | 306 | Aix-la-Chapelle |
| | Prague | 509 | Mayence |
| | Petrograd | 1350 | Berlin |
| | Stockholm | 609 | Copenhagen |
| | Stuttgart | 243 | Mayence |
| | Vienna | 599 | Mayence |
| | Wiesbaden | 115 | Niederlahnstein |
| Dresden | Berlin—see Berlin to Dresden | | |
| | Cologne—see Cologne to Dresden | | |
| | Frankfort | 311 | Leipsic |
| | London—see London to Dresden | | |
| | Munich | 316 | Chemnitz |
| | Vienna | 324 | Tetschen |
| Frankfort | Berlin—see Berlin to Frankfort | | |
| | Dresden—see Dresden to Frankfort | | |
| | Hamburg | 340 | Hanover |
| Frankfort | London—see London to Frankfort | | |
| | Munich | 257 | Aschaffenburg |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| Frankfort | Paris | 437 | Metz |
| | Vienna | 467 | Aschaffenburg |
| Geneva | Basle | 163 | Biel |
| | London—see London to Geneva | | |
| | Lucerne | 157 | Lausanne |
| | Lyons | 105 | Culoz |
| | Marseilles | 323 | Lyons |
| | Milan | 185 | Lausanne |
| | Paris | 389 | Culoz |
| | Turin | 190 | Bellegarde |
| | Zurich | 178 | Lausanne |
| Lucerne | Berlin | 607 | Basle |
| | Brussels | 428 | Basle |
| | Cologne—see Cologne to Lucerne | | |
| | Geneva—see Geneva to Lucerne | | |
| | Genoa | 266 | Chiasso |
| | Lausanne | 119 | Berne |
| | London—see London to Lucerne | | |
| | Milan | 172 | Chiasso |
| | Paris | 387 | Mulhausen |
| | St. Moritz | 162 | Zug |
| | Venice | 337 | Chiasso |
| Paris | Barcelona | 710 | Montauban |
| | Basle—see Basle to Paris | | |
| | Berlin—see Berlin to Paris | | |
| | Berne | 342 | Pontarlier |
| | Brussels—see Brussels to Paris | | |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| Paris | Cologne—see Cologne to Paris | | |
| | Constantinople | 1916 | Vienna |
| | Dresden | 759 | Maubeuge |
| | Florence | 733 | Milan |
| | Frankfort — see Frankfort to Paris | | |
| | Geneva—see Geneva to Paris | | |
| | Genoa | 593 | Dijon |
| | Lausanne | 327 | Dijon |
| | Lisbon | 1176 | Orleans |
| | London—see London to Paris | | |
| | Madrid | 904 | Orleans |
| | Milan | 516 | Lausanne |
| | Munich | 571 | Strasbourg |
| | Rome | 902 | Genoa |
| | Strasbourg | 313 | Deutsch |
| | Stuttgart | 422 | Strasbourg |
| | Petrograd | 1655 | Berlin |
| | Turin | 496 | Dijon |
| | Vienna | 862 | Munich |
| Vienna | Amsterdam | 761 | Cologne |
| | Belgrade | 396 | Budapest |
| | Berlin—see Berlin to Vienna | | |
| | Brussels | 740 | Passau |
| | Bucharest | 719 | Budapest |
| | Budapest | 168 | Bruck |
| | Cologne—see Cologne to Vienna | | |
| | Constantinople | 1054 | Belgrade |
| | Constantinople | 1080 | Bucharest |

| *From* | *To* | *Shortest distance* miles | *via* |
|---|---|---|---|
| Vienna | Copenhagen | 713 | Berlin |
| | Dresden—see Dresden to Vienna | | |
| | Florence | 638 | Bologna |
| | Frankfort — see Frankfort to Vienna | | |
| | Genoa | 711 | Milan |
| | Hamburg | 614 | Berlin |
| | Innsbruck | 338 | Amstetten |
| | London—see London to Vienna | | |
| | Lucerne | 580 | Innsbruck |
| | Milan | 620 | Amstetten |
| | Moscow | 1256 | Warsaw |
| | Munich | 291 | Salzburg |
| | Odessa | 932 | Oderberg |
| | Paris—see Paris to Vienna | | |
| | Rome | 834 | Bologna |
| | Sarajevo | 618 | Bosna Brod |
| | Petrograd | 1128 | Warsaw |
| | Trieste | 366 | Bruck |
| | Warsaw | 435 | Oderberg |

# The NEW EUROPE

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NATIONAL TRAVEL CLUB

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STATUTE MILES

KILOMETERS

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